IN BOMBED, BLASTED AND BURNT LONDON THE DOCTOR STANDS BY

After the great air raid of the night of April 16-17 many of the victims were pinned beneath the wreckage. When daybreak came the A.R.P. workers were still making heroic efforts to reach them and deeds of remarkable bravery were performed by both men and women. Here in a bomb-stricken district in London a woman doctor in her white coat and white-painted helmet bearing the letters M.O. (Medical Officer) waits while the workers tunnel through the ruins of a block of flats to reach people buried beneath them. Finally, a way was hacked to where a woman lay seriously injured and the doctor crept along it to give first aid.

Photo, "News Chronicle." Exclusive to THE WAR ILLUSTRATED

Into Battle Went the 'Forces of the Empire'

The Forces of the Empire, as the British Expeditionary Force in the Balkans has been officially styled by British G.H.Q. in Cairo, began its landings in March, and first made contact with the German enemy on April 10, 1941. Below we tell something of its passage and of the opening brush on the new field of battle.

WEEKS before it was officially released in London, the news of the safe arrival in Greece of the "Forces of the Empire" had spread far and wide. The Greeks knew it; how could they do otherwise when they saw arriving at the Piraeus, the port of Athens, the great stream of transports, packed with troops and with war material of all kinds? The Bulgarians knew it, for on March 20 it was announced over the Sofia wireless that 300,000 British troops—a fantastically large figure, of course—had landed at Salonika. The Yugoslavs knew it, too; as early as March 11 it was reported in Belgrade that British troops were landing in large numbers, and perhaps the knowledge determined them to make that last desperate bid for freedom which began when they threw over Tsvetkovitch and his pro-Nazis, and decided to fight before surrendering.

All the troops were convoyed to the ports of disembarkation by Admiral Cunningham's ships, and in spite of the Italian submarines and Nazi aircraft not a ship, not a man was lost in the passage across the Aegean Sea. Some of the units had come from far across the sea; others, veterans of the Libyan campaign, only from Alexandria. They comprised British and Australians, New Zealanders and men from Cyprus; all were in good heart, fit as fiddles, ready and eager to go into action immediately. At the bases great Ordnance and R.A.S.C. establishments came into being, and the R.A.M.C. units assembled—amongst them an ambulance unit of Quaker volunteers, who though their consciences forbade them to take up arms found nothing in their religion to forbid them the work of mercy.

This new British army in Greece was under the command of Lt.-Gen. Sir Henry Maitland Wilson, who himself was stated to be under the direction of General Papagos, Commander-in-Chief of the Greek Army. Then the Australians and New Zealanders constituted a corps which as from midday, April 12, was known as the Anzac Corps. "The G.O.C.," read a message sent by Lt.-Gen. Sir Thomas Blamey to the Australian and New Zealand Commands, "desires to say that the reunion of the Australian and New Zealand divisions gives all ranks the greatest uplift. The task ahead, although difficult, is not nearly so hard as that which faced our fathers in April, 26 years ago (a reference to the landing of the Anzacs at Gallipoli in 1915). We go to it together with stout hearts."

This map shows the line occupied by the Imperial and Greek troops from Mount Olympus to a point on the coast opposite Corfu when the great German and Italian attempt thrust into Central Greece began in mid-April 1941. *By courtesy of the "Daily Express"*

MOUNT OLYMPUS, close to the coast on the western side of the Gulf of Salonika, formed the right bastion of the line of the Allied armies shown on the map. *Photo, Dorien Leigh*

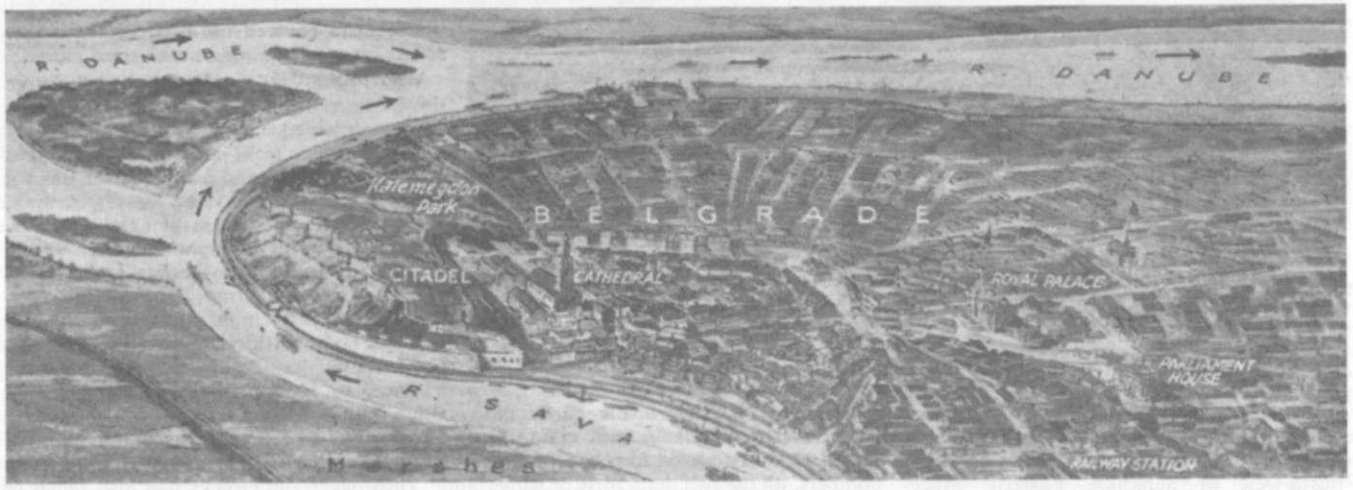
LT.-GEN. SIR H. MAITLAND-WILSON, D.S.O., in command of the Forces of the Empire in the Balkans, commanded the troops who defeated the Italians in the Western Desert. *Photo, British Official: Crown Copyright*

So after a lapse of more than 20 years British and Imperial troops once again marched along the Balkan roads. To begin with, they were given positions somewhat behind the Greeks, who were now fiercely engaged with the German invaders, but on April 10 the first clash occurred between men of the Forces of the Empire and the Nazis. A German column halted on the road was shot up by some British tanks, and a number of our armoured cars which, while escorting demolition parties somewhere near the Yugoslav border, had been outflanked by a German column, fought their way back through 800 German infantrymen. From then onwards our troops were more or less constantly in action, doing their utmost to support their allies, the Greeks, whose line was now bending dangerously before the German onslaught. In mountainous country, and in the most bitter weather—snow was still falling on the heights and the wind was cruel—the British and the men from "down under" took up their positions. So rough was the country in which the troops were deployed that motor transport had to be supplemented by mules and donkeys, on whose backs were brought up food, ammunition, and other supplies.

The War Office communiqués told little of what was going on, but it was learnt that our forces were withdrawing to new positions. On April 14 the communiqué read, "Our covering troops inflicted severe casualties on the enemy, who maintained continuous pressure on our eastern sector during this withdrawal. Marked activity on the right of our line, but no serious clashes." The German High Command declared that motorized units and S.S. troops had thrown back British infantry and armoured forces. Then on April 16 Cairo announced that "our troops are now in contact with the enemy along the whole of our front." A big battle was in progress in Western Macedonia, and British and Imperial forces clashed long and often with German mechanized units.

Belgrade: Tragic Capital of the Yugoslavs

BELGRADE'S NATIONAL LIBRARY and Technical Faculty are housed in the modern structure above. Yugoslavia's capital, bombarded by the Austrians in the last war, was devastated by mass Nazi air raids on April 6, 1941. There was an efficient A.F.S., which included many women, who worked heroically. Right, some of them are "manning" a fire engine.



The drawing above shows the main features of Belgrade. The city stands on the south shore of the Danube at its junction with the River Sava.

YUGOSLAVIA'S INDICTMENT OF GERMANY

WE inform all civilized peoples of the frightful crimes committed by the German armed force in the war imposed upon us.

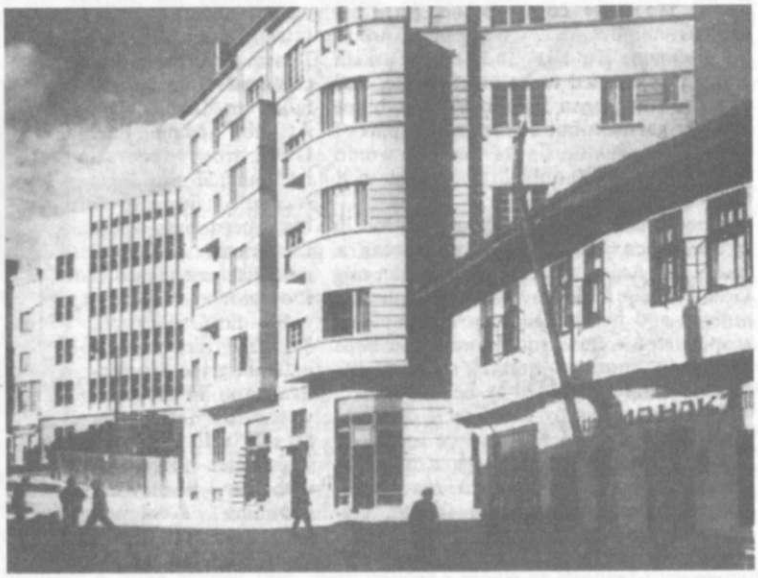
Belgrade, the capital of our country, which in good time was proclaimed an open and undefended city, was bombed by German aircraft without a declaration of war.

On Sunday morning, while the sound of church bells was calling the faithful to church for Divine Service, a bombardment eclipsing in horror all imagination was launched by German aeroplanes. A veritable deluge of incendiary and explosive bombs turned the city into a mass of ruins and gutted homes, while all the streets of Belgrade were covered with the bodies of children, women, and old men.

Never during the long history of this martyr city were such cruelties committed even by the most primitive invaders. This devastation of a defenceless and open city was executed by aircraft of that nation which claimed for itself the first place among cultured peoples.

All the precepts of international right and human considerations were set aside by the German aeroplanes, which destroyed most of the hospitals, churches, schools, and cultural institutions of Belgrade in broad daylight.

The royal palace at Dedinje [a suburb of Belgrade] was completely destroyed by 30 direct hits during the mass air raids on the city on Sunday. The German aeroplanes even bombed isolated houses . . . Horrible scenes occurred during the bombardment, when German aeroplanes machine-gunned women and children fleeing from their burning homes. Flying low, the German bombers turned houses into hecatombs.—*Message addressed by the Yugoslav Government to "All Civilized Peoples."*



Prior to the Nazi air raids, Belgrade was fast becoming the finest capital city in the Balkans, with many modern office buildings and tall apartment houses often in quaint juxtaposition with the old houses built under the Turkish regime.
Drawing, courtesy of "The Sphere." Photos, Dorien Leigh, G.P.U., and Fox

When Greek Met German in Macedonia

Below we give an account of the opening phase of the invasion of Greece by the German armies operating from Bulgarian soil. It is based on a statement issued by Colonel Contoleon, Liaison Officer and Acting Military Attaché at the Greek Legation in London.

WHEN it first seemed probable that Hitler would shortly order an invasion of Greece, the Greek General Staff prepared its plan of defence on the assumption that Yugoslavia would be favourably disposed towards the Axis Powers ; and this assumption seemed to be well grounded when on March 25 Mr. Tsvetkovitch put his signature to the Tripartite Pact at Vienna.

Believing then that the attack would be developed or delivered through Yugoslavia, the main Greek line of defence, which aimed at the preservation of the territory won in Albania and the covering of its eastern flank, was to be concentrated in Central Macedonia, i.e. that portion of Greece lying to the north-west of Salonika. Eastern Macedonia, i.e. the area south of Bulgaria as far as the port of Kavalla, would also be defended, but its defence was entrusted in the main to the forts covering the principal passes from Bulgaria. Western Thrace, lying between Kavalla and the Turkish frontier, was deemed to be indefensible, and before the war began it was evacuated, not only of its garrison but of the greater part of its civilian population. Its defence would have been advisable only in the event of a concerted action with Turkey.

Then on March 27 came the revolution in Belgrade, when Yugoslavia, from being a friend of the Axis, declared herself as an ally of Greece. The Yugoslav Army was already mobilized and had on the whole completed its dispositions. Substantial forces had been mustered in Southern Serbia, so that the routes into Greece seemed to be adequately covered. Consequently the Greek divisions were transferred from this part of the front to the Bulgarian frontier, with a view to making the defence of Eastern Macedonia more effective. This transfer, though dictated by logic, proved fatal.

When at 5 a.m. on April 6 the Germans delivered their onslaught on Greece and Yugoslavia, the Albanian front was held by the Greek Army ; the routes across the Greco-Serbian frontier were guarded by the Yugoslav Army ; and Eastern Macedonia was protected by the main Greek Army. The Forces of the Empire, composed of British and Anzac troops, were farther south.

Although the German attack was launched with all the customary violence and the technical equipment of " blitzkrieg "—with tanks, abundant heavy artillery and considerable air forces—along the whole Greek line during the first two days the Germans made no progress anywhere. They destroyed it is true, the two advanced fortified positions of Istimbey and Kelkaya in the Rupel pass, but their persistent attacks with tanks, dive bombers, on the two main forts of Rupel and Ussita were completely repulsed. The next day, April 8, Perithori was temporarily captured by the enemy, but immediately afterwards was recaptured by a Greek counter-attack. Similarly the Dassavli fort was recaptured after it had fallen to the enemy. At the same time Greek troops operating outside the forts succeeded in recovering other points where the enemy had temporarily established a foothold.

So far, so good. But Yugoslav forces defending the Strumnitsa pass, which leads westward from the Struma valley in Bulgaria, were forced to withdraw. Swiftly the Germans developed their advantage. While the Yugoslavs were retreating up the Vardar valley toward Skoplje (Uskub), a German mechanized column succeeded on the morning of April 8 in capturing the Serbian town of Doiran, thus reaching the Greco-Serbian frontier 22 miles to the rear of the extreme edge of the Greek lines, and entered Greek territory by the flat corridor east of the Vardar. The very small Greek mechanized formations put up a hard fight against an enemy whose equipment was incomparably superior, both in quantity and in quality, but the battle was too unequal. At dawn on April 9 the German forces entered Salonika. Fortunately the delaying action of the Greek mechanized units had permitted the great port to be stripped of anything that might have proved useful to the enemy, while all military installations had been destroyed.

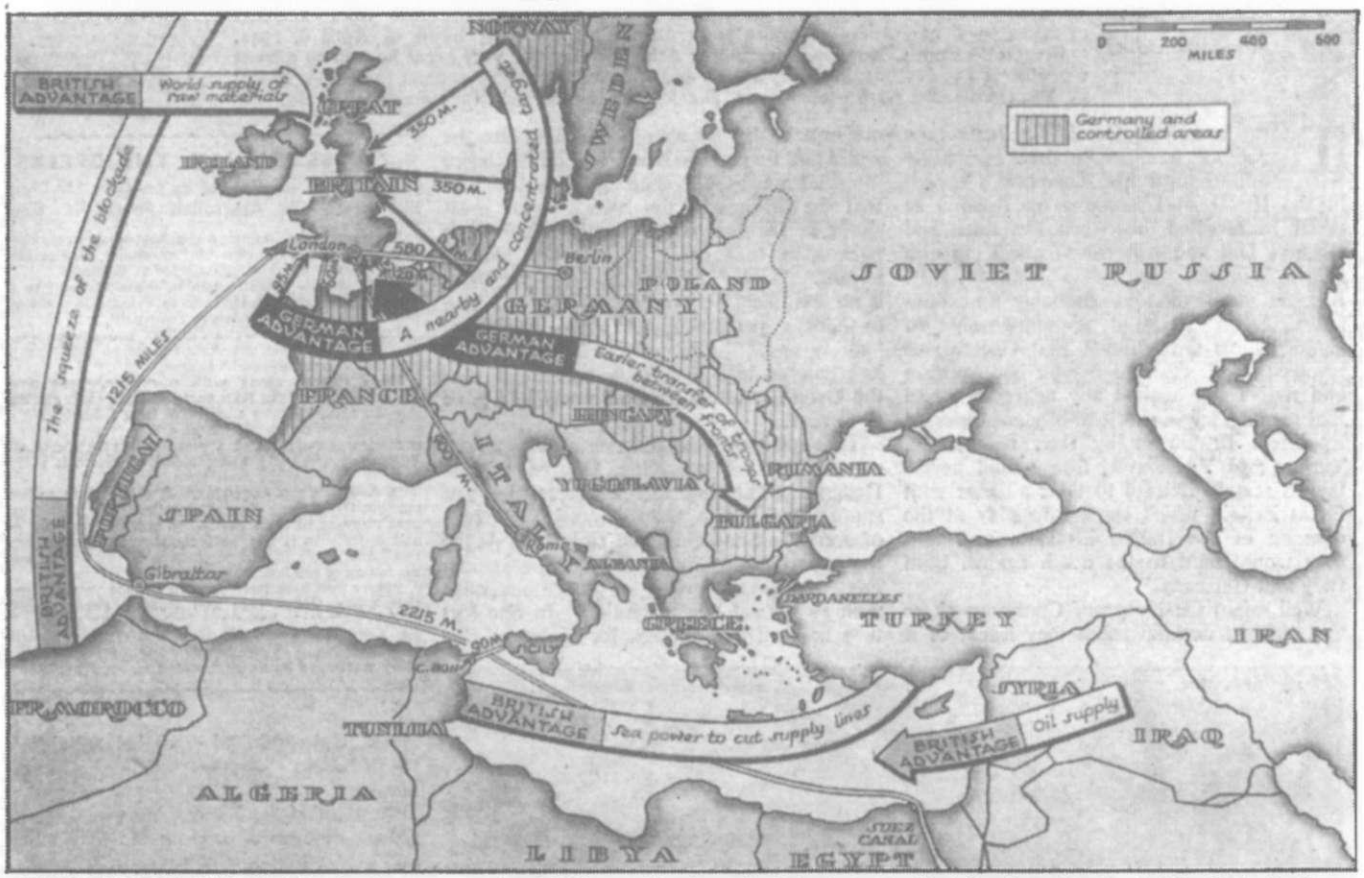
After the capture of Salonika the Greek units holding the frontier of Eastern Macedonia were cut off. Their position was hopeless, but there was not a sign of weakening in their resistance. For days they maintained their lines intact, and the forts in the Rupel pass at the mouth of the Struma valley still continued to blaze defiance at the enemy whose dead covered the floor of the ravine and reddened the streams with their blood.

West of the Vardar valley the Greek forces slowly moved back, resisting all the way, They maintained contact with their comrades on the Albanian front, but when the Germans occupied Monastir and reinforced the Italians in Albania, the pressure on the Greek lines, particularly in the region of Lake Ochrida, became too great to be withstood. So the Greeks fell back from Koritza and Florina and then, still fighting hard all the way, crossed the hilly country in the neighbourhood of Lake Kastoria to the foothills of the great massif of Pindus. From the river Vistritza to Mount Olympus, close to the shore of the Aegean, the front was held by Greek units and the Forces of the Empire. Thus, since the Greeks had also fallen back from their advanced positions in Albania, the line of battle now stretched from the mountains of South Albania on the west to Mount Olympus on the east.

THESE GERMAN ALPINE TROOPS white-coated and cowled as camouflage against the background of snow, are operating on a mountainside in the Balkans. These troops were used by the Nazis during the Norway campaign. Camouflage of this kind is very effective when the men are lying on the ground, but when upright they are betrayed by their shadows. *Photo, Keystone*

In this radioed photograph a German supply column is seen making its way along one of the mountain roads in Yugoslavia. Many such motorized columns poured over that country's frontiers following Germany's invasion, and many were destroyed by Allied aircraft. *Photo, Associated Press*

Britain v. Germany: the Strategy of the War



THE CAMPAIGN OF 1941 is being fought over a vast battlefield stretching from the Atlantic to the Black Sea, from the North Atlantic to the Suez Canal. How advantageous in some respects is Germany's position will be apparent from this map; but it shows, too, the strength that Britain derives from her sea power.
From "The New York Times Magazine"

A Note on Strategy

FROM the Pyrenees to North Cape, from the English Channel to the Black Sea, Hitler's legions march with none to say them nay. Not even Napoleon at the height of his greatness ruled over so many countries, chained so many peoples to his war machine. The swastika flag waves over regions into which the Roman eagles never penetrated. Never was Europe so "united" as today, when, with the exception of only two or three comparatively minor states, the whole family of continental countries makes up Hitler's empire.

Great have been the victories won by the generals and the soldiers of the man who was a company runner on the Western Front in the last war. Great victories and many, but still the war is not over. Just beyond the rim of Hitler's Europe sail the ships of Britain's Navy. If the land is Germany's the sea is still what it has been for centuries—Britain's. As in Napoleon's day so in this, the mighty struggle is one between a whale and an elephant.

Germany's Supremacy on Land

The elephant's strength is based on what are called the interior lines. He occupies the inside of the circle, and it is an easy matter for him to transfer his troops and his trains from one sector to another. His communications are magnificent, consisting as they do of the network of railways and roads with which generations of enterprise have equipped the continent. He has enormous populations—his own and the races he has enslaved—on which to draw for his cannon fodder and his industrial serfs. Then for years he prepared for war, and he did not make the mistake of thinking that this new war would be fought on the same lines as that of 1914-1918; in other words, he thought not of trenches and barbed wire and concrete, but of tanks and motor lorries, of dive bombers and troop-carrying 'planes, of spies and Fifth Columnists. It is not really surprising that with all these advantages, to which may be added the tradition of discipline of Europe's greatest militarist nation, the Germans should have proved able to crush all their foes within reach of their armoured columns.

Britain's Mastery of the Sea

Against this continent in arms Britain flings into the balance her Islands, her Commonwealth, her Mercantile Marine and incomparable Navy, the resources of a quarter of the globe, the products of the labour of one fifth of the human race. All that might tends to be concentrated in the waters that surround the Fuehrer's Reich. To the British Isles a great stream of ships brings food and raw materials without which our millions could not live, the war supplies without which we could not continue the fight. At the same time our fleets have swept from the seas Hitler's ships, and hold the Continent in the relentless grip of the blockade. No doubt there are many leaks in the blockade; in our impatience its operation seems all too slow. But there is not a home, not a factory, not a fort or camp in Hitler's Germany which is not the poorer because of our patrolling Navy.

Sea-power, then, is Britain's great advantage. Because of it she can feed her own people and (eventually, at least) make the Germans go hungry. Her fighting line can be supplied from America, democracy's inexhaustible arsenal. She can tap the world's oil supplies, whereas the Germans have to "go easy" on petrol, and if they want to replenish their stocks must make a drive against Iraq or the Russian oil fields in the Caucasus.

But the sea is no obstacle to the aeroplane, and Hitler's air power is still greater than Britain's. Far out over the Atlantic rove his bombers, seeking whom they may devour of our merchant ships, and night after night there descend from the skies on our cities loads of death-dealing metal. True, Britain too has a great Air Force, one which is growing daily in numbers and might; but in the air war the Germans have the advantage of a concentrated target, whereas the British offensive has to be distributed over a vast area, many of the most vital spots being almost out of range of even our long-distance 'planes. Already there is discernible a shift of industry from the much-bombed Rhineland and Ruhr to Czechoslovakia and even to Poland; and as our air strength grows, as our bombers multiply and grow in range, more and more of Germany's factories will be transferred to the more distant parts of Nazi-controlled Europe. But in Britain no such transfer is possible; war workers, her civilian population, are in the front line in very deed. They must fight where they stand; they can do no other.

Whale or Elephant: Which?

This, then, is the strategical setting of the battle of 1941. Already the curtain has gone up on the terrific drama; already the issue is joined between the hordes of Hitler's slaves and the armies of free men put into the field by the British Commonwealth and its Allies. In the passes of Greece, on the sun-blistered desert of North Africa, the mechanized Attila is struggling furiously, with an utter disregard for human life, to pierce the ranks of those—oh! so few and none too well equipped—who alone stand between him and the domination of the world.

Before the year ends the issue will have been decided. Whale or elephant; which will win? By the time the leaves now forming in the spring sunshine have withered and fallen we shall know.

We Simply Had to Help the Greeks!

After more than holding their own against the Italians, the Greeks were suddenly attacked by a new and even more powerful foe in the early hours of April 6, 1941. "Greece," said Mr. Kotzias, Governor of Athens, "has the very great honour to affront a people of 135,000,000, perfectly armed and showing its hatred against the Greek race." Yet the Greeks were undismayed, and for the second time they answered "No."

THOSE amazing Greeks! Just how amazing was not perhaps generally realized until Mr. Churchill's speech in the House of Commons on April 9 in which he revealed that when Mr. Eden and General Dill had met the Greek King and Prime Minister, the Prime Minister, Mr. Koryzis (who died so suddenly nine days later), had "declared spontaneously on behalf of his Government that Greece was resolved at all costs to defend her freedom and native soil against any aggressor; and that even if they were left wholly unsupported by Great Britain or by their neighbours, Turkey and Yugoslavia, they would nevertheless remain faithful to their alliance with Great Britain which came into play at the opening of the Italian invasion, and that they would fight to the death against both Italy and Germany."

Well might the House of Commons cheer that spirited declaration as they learnt of it from Mr. Churchill's lips. Amongst the countries of the Continent, Greece is one of the least consequence in size, population and material resources. If any country might be excused for bowing the knee to Hitler, then that country might be Greece. But in the Greeks of today there is more than a suggestion of that fine spirit which was seen in the Greeks of old—in, say, that little force who held the pass of Thermopylae against the Persian hordes, and who on the eve of that never-to-be-forgotten fight were observed by the wondering enemy nonchalantly combing their hair in complete disregard of the death which was so soon to come upon them.

"This being so," went on Mr. Churchill, "it seemed that our duty was clear. We were bound in honour to give them all the aid in our power. If they were resolved to face the might and fury of the Huns, we had no choice but that we should share their ordeal and that the soldiers of the British Army must stand in the line with them." There was hazard in that decision, indeed a double hazard. "But," averred the Premier, "there is no less likely way of winning the war than to adhere pedantically to the maxim of 'safety first.'" So early in March Britain had entered into a military agreement with the Greeks, and an Imperial army had gone to Greece.

That spirit of independence which marked every utterance of King George of the Hellenes and his ministers in Greece's hour of supreme crisis was soon evinced by Greeks of every rank and class and situation. At the front, particularly in the forts of the Struma Pass, the soldiers took on enormous odds with an almost gay resolution. In one fort they beat off every attack for 36 hours, and the defenders were almost overwhelmed when the Germans managed to enter the fort's underground passages. But the little garrison were undaunted, and after a tremendous struggle the intruders were driven out. One advanced detachment fought so heroically that the German commander, when the battle was over, saluted the Greek dead by way of tribute to their bravery.

Then there was the "Battalion of Death," which lived up to its name—a special force of crack troops formed to fight rearguard actions to cover the withdrawal of the main forces; when the commanders of the frontier units called for volunteers for the battalion, every soldier stepped forward. For days the fight went on in those frontier regions, long after the Germans had thundered past on either flank and had occupied Salonika far to the rear. Against artillery and dive-bombers, against flame-throwers and the assaults of Hitler's shock troops, those little groups of Greeks kept up the fight isolated and alone, hopeless of succour, yet resolved to keep their flag flying to the last. Then behind the lines the civilian population laboured untiringly, while women toiled in repairing roads broken by shell-fire and building new.

Speaking in London on April 16, when there was no information nor indication that the main forts had yet fallen, Colonel Contoleon, Acting Military Attaché at the Greek Legation in London, said: "The self-sacrifice of their brave defenders has not been in vain. Not only have they written one of the most brilliant pages of Greek military history, but they have also for many days blocked the routes into Eastern Macedonia, thus making possible the rescue, smooth embarkation, and transportation of substantial numbers of the Greek forces of Eastern Macedonia. When these numbers are revealed they will cause amazement and relief."

In common with many other 'planes of the Regia Aeronautica operating in Albania, this Savoia-Marchetti bomber, which Allied soldiers are intently examining, bears traces of the damage inflicted upon it by Greek or British bullets before it was forced down. On the underside of the wing are the three fasces—symbol of Italian Fascism. *Photo, Bosshard*

'AUSSIES' HAIL THE GREEKS

Order of the Day issued by Lt.-Gen. Sir Thomas Blamey to the Australian Forces in Greece

Just twenty-six years ago the Australian Army carried out the first operation on northern Mediterranean shores, when our kinsmen landed at Gallipoli.

We have now landed again in these regions, to fight at the side of the Greeks, and to overthrow once more the German effort to enslave the world.

The Greek nation—the smallest and the poorest of all the nations that the Axis sought to bully into submission—alone refused to submit.

Their efforts, along with our own, have already destroyed one of the Axis partners as a Power and forced the Germans to take control of Italy's destiny.

There can be no doubt also that their valiant and successful struggle had a great effect in determining Yugoslavia, after she had yielded to German bullying, to arise and defy the Axis powers.

In Australia we know little of this valiant nation. I am sure that as you get to know the Greeks the magnificent courage of their resistance will impress you more and more. It is not unlikely that the action of this small and noble nation may prove in the end to be the beginning of the final downfall of Nazi tyranny.

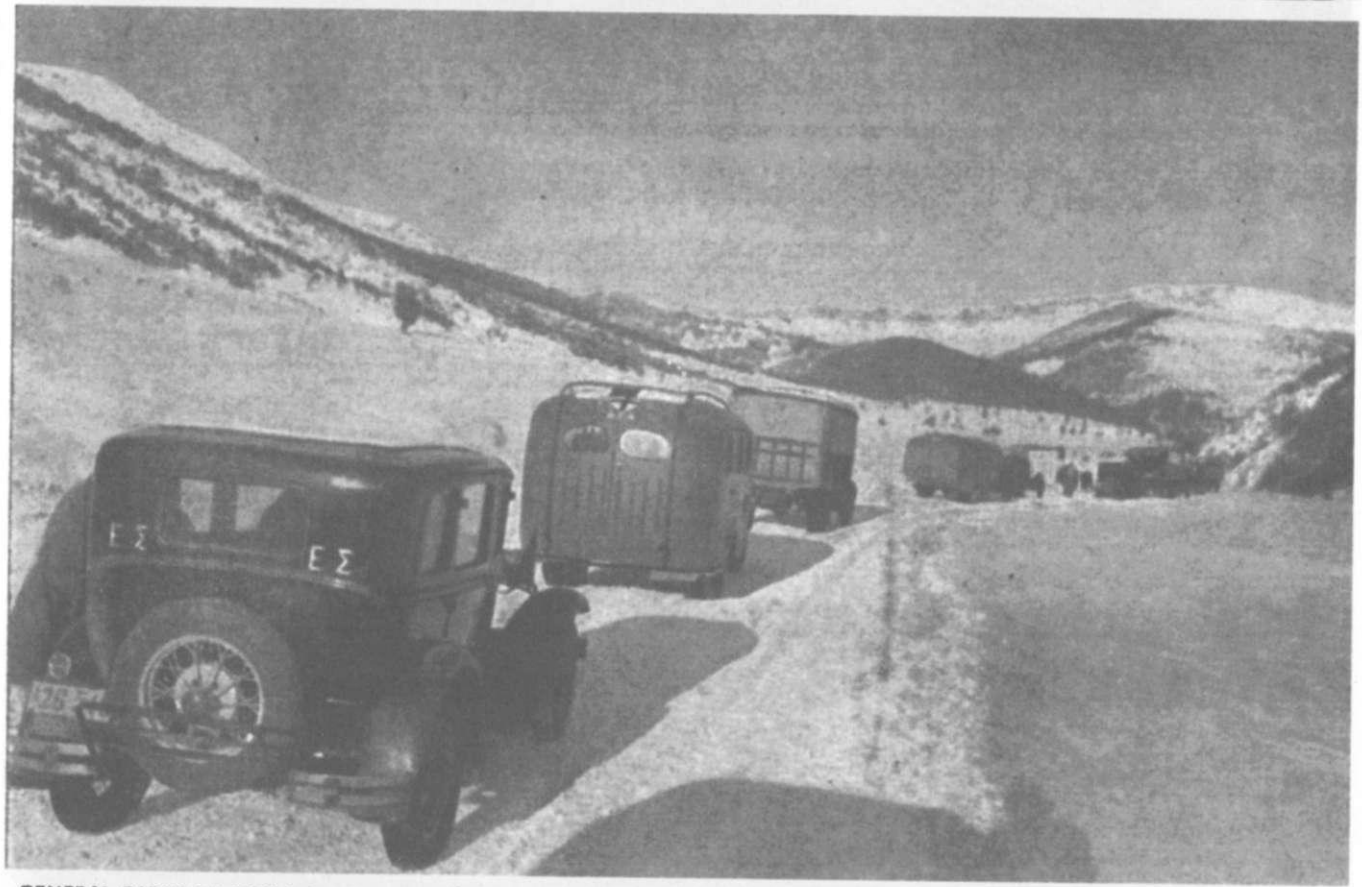
Before you have been long in Greece you will realize that every Greek man and woman, every pound of Greek money, is being put into the war effort. They are undergoing great privations and willingly making great sacrifices. **We come as comrades-in-arms, and they welcome us as such.**—*Athens, April 14, 1941*

'Nothing More than Chauffeurs!'

When at last the forts fell it was because they were literally overwhelmed by the weight of the German mechanized armament. "We thought we would have to fight against soldiers," said one of the Greeks wounded as he lay in his bed in an Athens hospital, "but we found we had to fight machines. We knew we could not survive such an onslaught, but we felt we must kill as many as possible before dying. Yet when we got the Germans out of their machines and away from their steering-wheels we found them no better than the Italians."

Then a note of contempt entered his voice and he almost spat. "They didn't like our bayonets," he said; "they are nothing more than chauffeurs." And his comrades in the beds around him grinned their assent

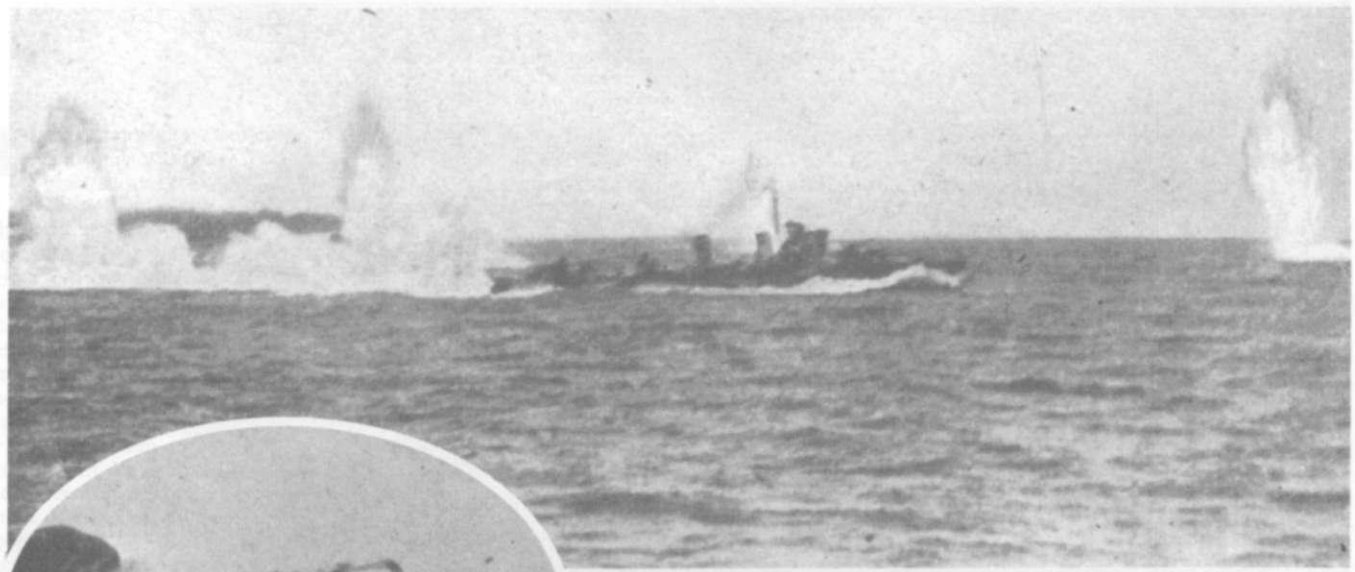
Not Winter Nor the Italians Beat Our Allies



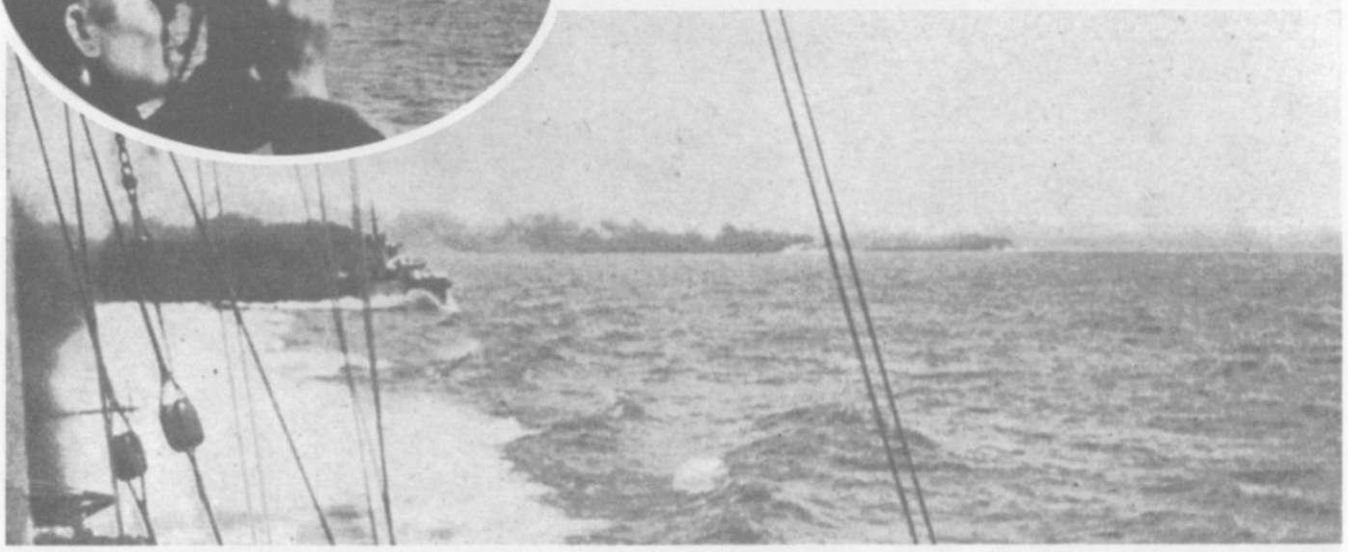
GENERAL PAPAGOS' MEN had weather as well as the enemy to fight against. Deep snow and extreme cold were an ally of the Italians, hampering the Greeks' pursuit when victory seemed almost within their grasp. Top, troops are marching to the front in conditions that made mechanized transport impossible. In the lower photograph a long line of ambulances wends its way over snowy roads to the base. Now that the Italians have Nazi allies spring has come, the snow has melted and made the use of German mechanized forces possible where it would have been impossible but a month or two ago.

Photos, Bosshard

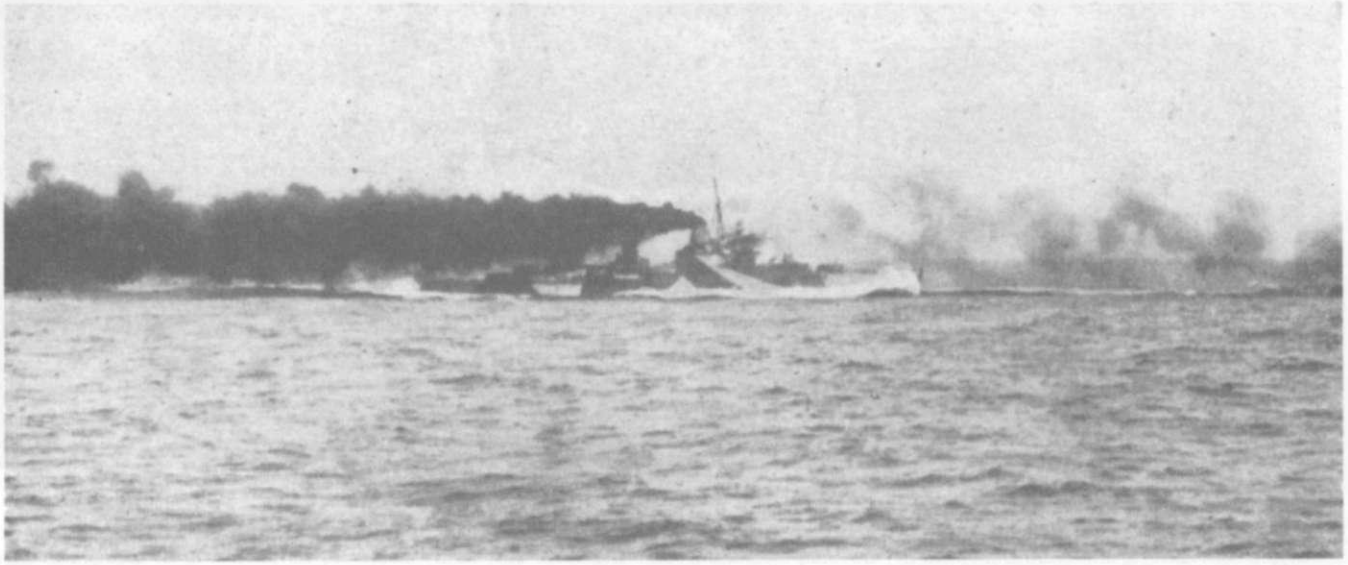
Prelude to the Battle of Cape Matapan



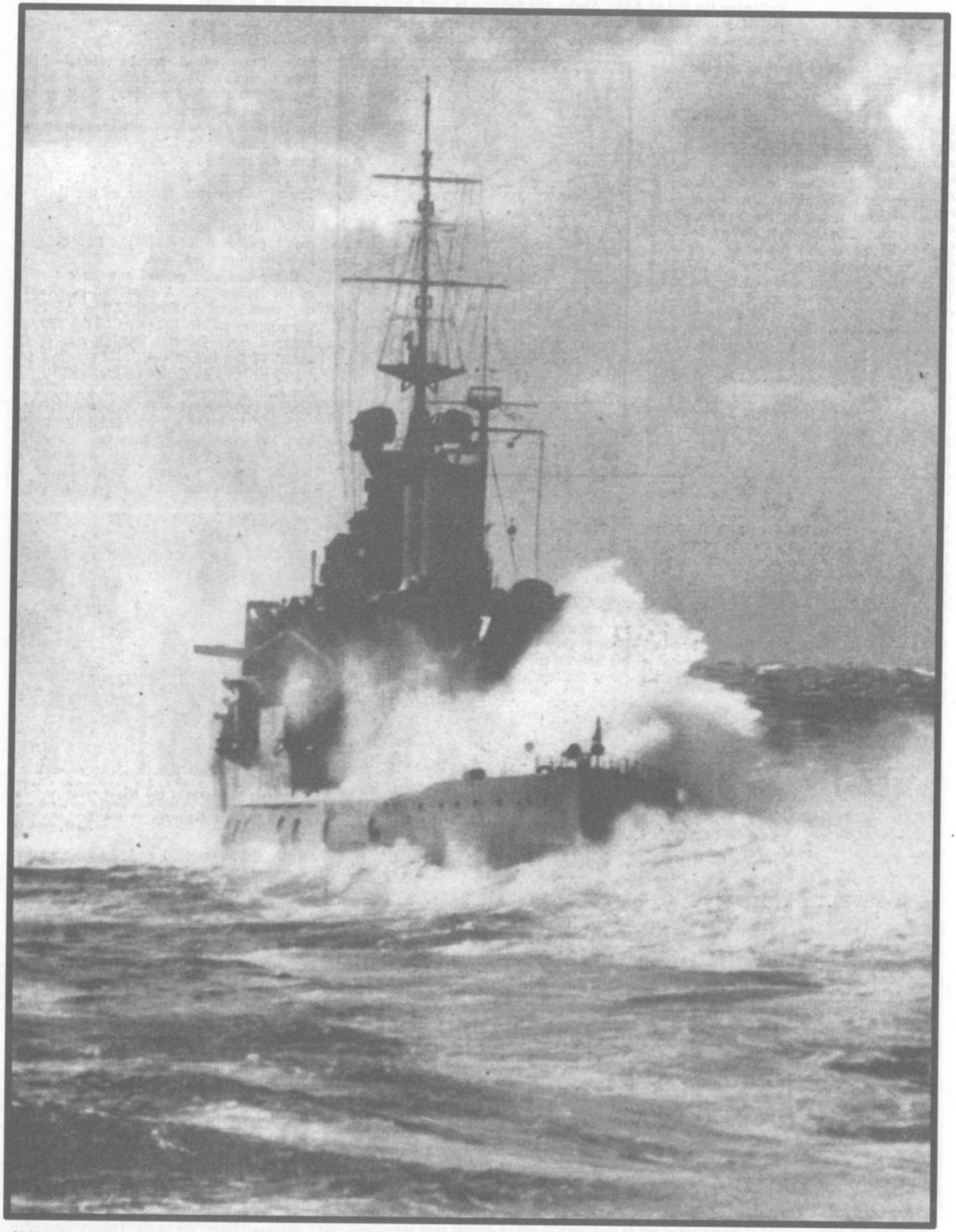
H.M.S. Hasty, one of the destroyers that took part in the battle of Cape Matapan, is seen in the top photograph steaming full speed ahead. Four enemy shells have just missed her. Left, the officer of the watch of the Hasty is observing the movements of the ships, while on the horizon is H.M.S. Gloucester.



First photographs of the Battle of March 28 to be published are reproduced in this page. They show the earlier stages of the battle, which took place in daylight, when Vice-Admiral Pridham-Wippell succeeded in decoying the Italian ships towards the big guns of Admiral Cunningham's battleships. Above, destroyers are laying a smoke screen to cover the approach of the British Fleet. While doing it they were shelled by the Italian battleship, Vittorio Veneto. H.M.S. Gloucester, which joined with the destroyers in making the smoke screen, is seen below. *Photos, "The Times"*



'Her March Is O'er the Mountain Wave'



H.M.S. RENOWN, flagship of Vice-Admiral Sir James Somerville, in command of the Western Mediterranean Fleet, is here seen ploughing through a heavy sea during one of those recent sweeps of the Mediterranean that have had such dire results for the Italian Navy. In rough weather such a great battleship presents a most imposing spectacle. Her huge bulk of 37,400 tons full load, driven forward at a speed of 29 knots by engines of 120,000 horse-power, cuts through all but the biggest rollers and sends clouds of spray over her fo'c'sle.

Photo, Central Press

Last Flickers of War in East Africa

Following the fall of Addis Ababa, the fighting in East Africa rapidly drew to its close. Hardly a town of any consequence was left to the Italians ; and, as for their army, it had been so mauled in battle and guerilla combat, so weakened by desertions, that it was incapable of further resistance. So, as we tell below, the stage was set for surrender.

"KEREN has been stormed and the main resistance of the Italian Army overcome. Asmara has surrendered. The port of Massawa is in our hands. The Red Sea has been virtually cleared of enemy warships. Harar has fallen and our troops have entered and taken charge of Addis Ababa itself. The Duke of Aosta's army is retreating into the mountains, where it is being attended upon by the Patriot forces of Ethiopia. The complete destruction and capture of all Italian forces in Abyssinia may be reasonably expected." In these words Mr. Churchill summed up the most recent achievements of our armies in East Africa when in the House of Commons on April 9 he reviewed the progress of the war.

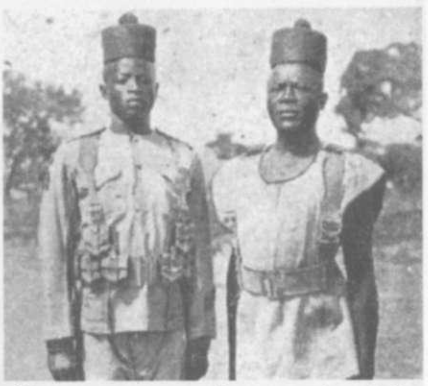
Massawa, capital of Eritrea, Italy's oldest colony, and Mussolini's sole remaining port on the Red Sea, was entered by Imperial troops on April 8. Before the final battle began an 18 hours' truce was accorded the Italians so that they might consider the British terms for surrender. The Italian commander, Admiral Bonnetti, realized full well the hopelessness of his position and so, if left to himself, would probably have decided upon capitulation, but he received—so it is believed—an order from Rome to keep the British troops engaged as long as possible. So after one of his staff officers, blindfolded during his passage through the British lines, had conveyed his decision to "fight to the last," the truce was ended and the final battle began.

From the air the R.A.F. heavily bombed the Italian positions, while on the ground a prolonged artillery bombardment prepared the way for the assault. The attack was pressed home by the infantry led by Free French troops, and very shortly the Admiral decided that further resistance would be futile and hoisted the white flag.

Following Massawa's capture large numbers of Italian troops and naval ratings surrendered, and the number grew hour by hour as they streamed in from the surrounding countryside. Even before the fall of the port the number of prisoners taken in Eritrea was stated to be 41,000—1,000 Italian officers, 14,000 Italian other ranks, and 26,000 colonial troops. Nothing was left, in fact, of the Eritrean army which had put up such a good show at Keren save straggling columns and isolated units of beaten and disorganized soldiery, quite incapable of making any further prolonged stand. The same was true, indeed, of the Duke of Aosta's army as a whole. Only a few weeks before it was reported to number 250,000 men ; now it numbered—just how many or how few none could say.

Following the fall of Addis Ababa and Asmara, the survivors of the once great Italian Army were herded into the Gondar and Dessie regions, shown in the centre of this map. *Courtesy, "The Times"*

Every day that passed saw an extension of the Italian rot. A thousand prisoners a day were passing through Addis Ababa as the country within 100 miles of the city was mopped up. General Santini, one of the ablest of the Italian divisional generals and who had been on the run since the battle of the Jelib river, was brought in on April 13, having surrendered with a brigadier, three colonels, 40 other officers, 120 white troops and 160 Eritreans—all that was left of his once considerable force—to a handful of South African officers. Close-pressed by the Imperial troops, harassed by the Abyssinian Patriots, cold and tired and utterly depressed, the General and his men had reached the limit of endurance—and admitted it. Colonel Rolle, leader of a detachment of some 700 irregulars, soon followed.



Above are a gunner and a gun-carrier of the Nigeria Regiment of the Royal West African Frontier Force, which has added to its fame as a fighting regiment in the East African campaign. *Photo, E.N.A.*

Everywhere the Italians were in the utmost confusion, and there were many such absurd incidents as when an Italian sentry rushed into the Italian headquarters in a certain town to give warning of the approach of the British, only to find a British officer seated at the table to receive his tidings: the place had been captured several days before! Then there was the case of the Italian dispatch-rider who suddenly found himself in the midst of a British supply column. The lorry drivers were probably as surprised as he was!

The Duke of Aosta, Viceroy of Abyssinia, with part of the garrison of Addis Ababa, had left the city before its fall, and endeavoured to reach Gondar or Dessie, which, with Jimma, were the only Italian strongholds still remaining. But even these were on the verge of collapse. The end was inevitable.

MASSAWA was captured by the Imperial troops on April 8. Its fall sealed the fate of Italy's oldest colony, since it meant Mussolini had lost his last port on the Red Sea. Above is the main street of the town with its bars and cafés, all deserted in the intense midday heat of that latitude. *Photo, Paul Popper*

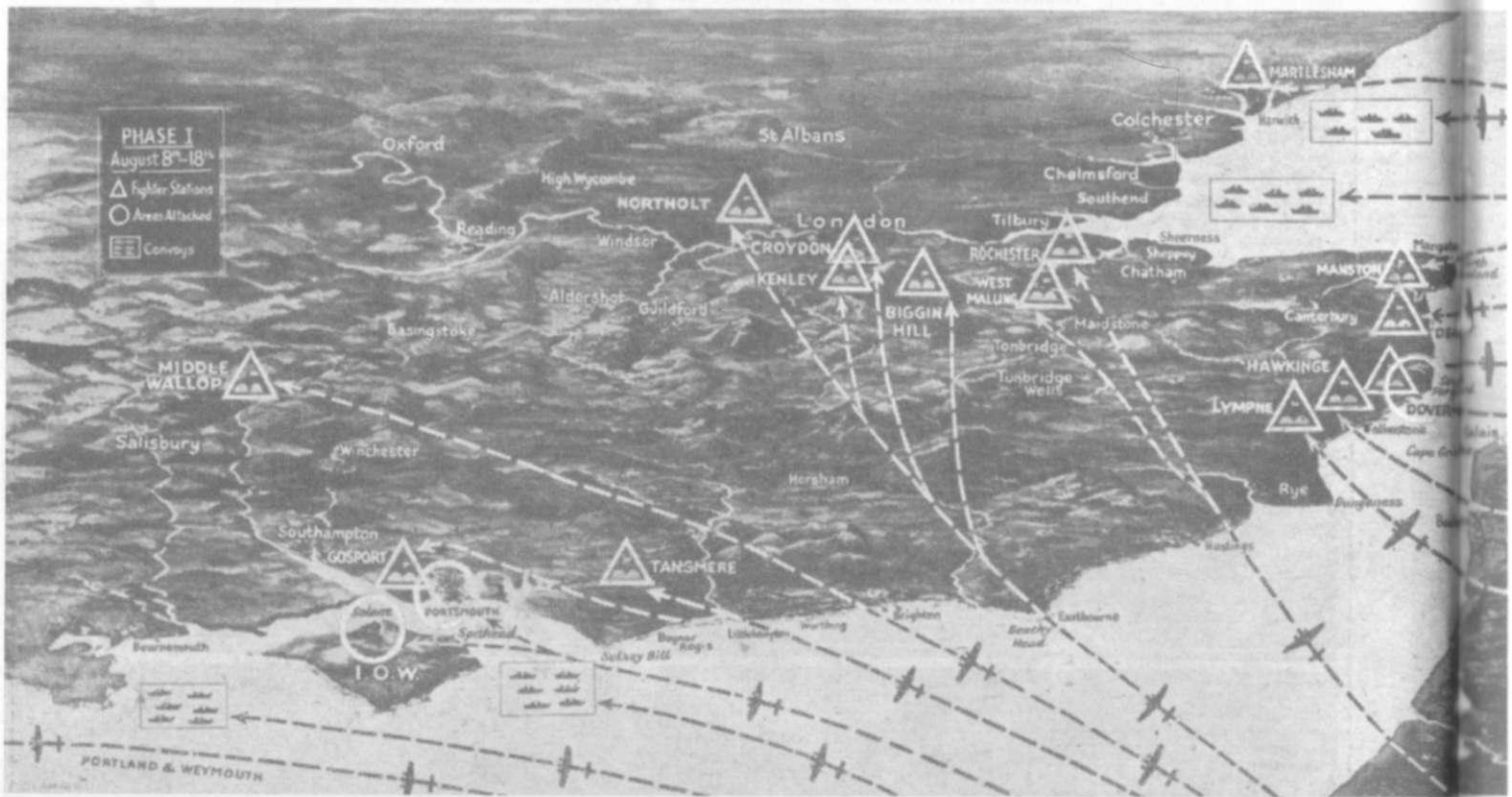
Their Gallant Deeds Stirred All the Empire

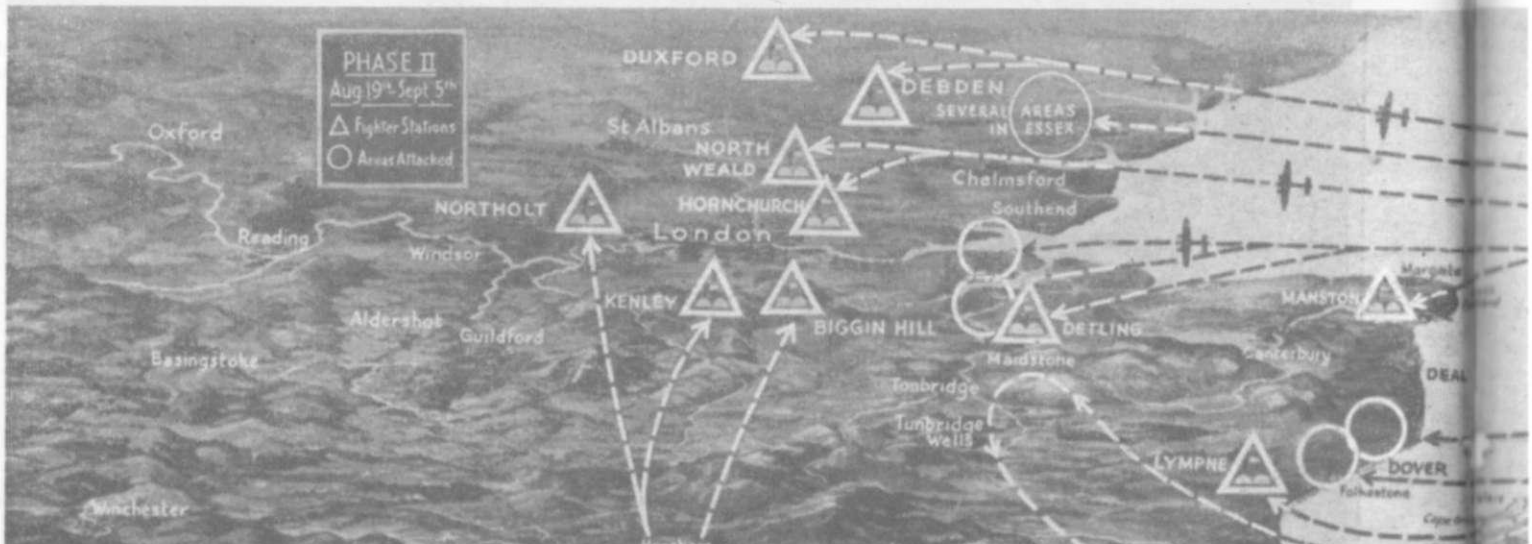
INDIAN TROOPS operating in Eritrea were the subject of a message of congratulation from Mr. Winston Churchill to the Viceroy of India which was published in Delhi on April 9, 1941. "The whole Empire has been stirred by the achievement of the Indian forces in Eritrea," said the Premier. . . . "I ask your Excellency to convey to them and to the whole Indian Army the pride and admiration with which we have followed their exploits." The two photographs in this page give an idea of the arduous conditions the Indians faced. In the top photograph troops are advancing over rocky, mountainous country in Eritrea. In the lower photograph are Garhwalis, troops of one of the Punjab states, on a mountain ridge.

Photos, British Official: Crown Copyright

WHERE THE BATTLE OF BRITAIN WAS FOUGHT AND W

History's First Mass Air Struggle Shown Phase by Phase





THE air Battle of Britain, in which British airm unwearied in their constant challenge and Mr. Churchill, flung back the might of th be divided into three stages.

Phase I, lasting from August 8-18, 1940, consi directed mainly against shipping, coastal towns in the South and South-East of England (map, of damage was done, but at a cost of 697 German were 153, but sixty pilots were saved. **Phase II,** fr made up of some thirty-five major attacks delive aerodromes and aircraft factories (map below, le 562 aircraft known to have been destroyed, while to 219, with a hundred and thirty-two pilots save defence is shown in the fact that during these first 4,523 Fighter Patrols, of varying strength in aircra **Phase III,** Sept. 6-Oct. 5 was characterized by the hu of the Luftwaffe against London and the Thames and diversion attacks against the South and South

It was on September 15 that the Germans laun against Britain ; 500 aircraft, 250 in the morning made a desperate attempt to smash a way through t failed, and their attempt cost them 185 aircraft kno This final phase of the Battle of Britain cost the The R.A.F. had gained the greatest victory in did the Germans come in daylight in such numbers. for a time, but on a much smaller scale; and the ni of interception for the enemy, took their place.

The maps in this page, reproduced from the Minis " The Battle of Britain," show for the first time the Luftwaffe.

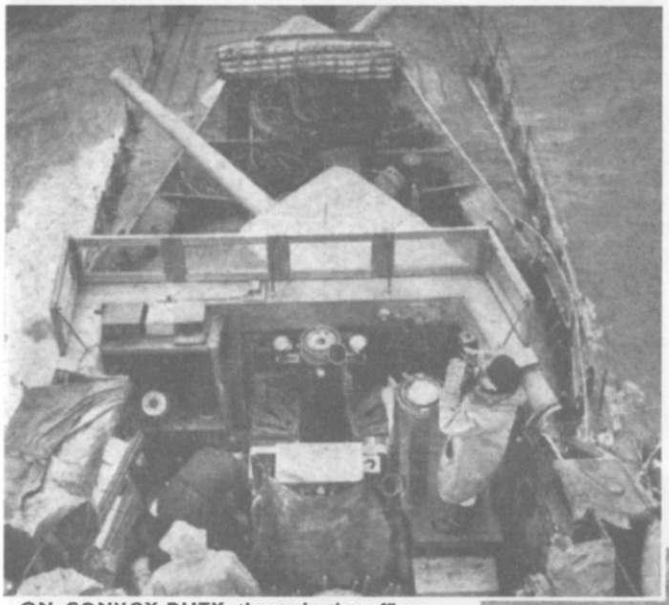
THE CONTROL SYSTEM of the British air defences is s Britain's coastline is divided into Sectors, each with its H.Q. These sectors are grouped together under a Grou under the control of Headquarters, Fighter Command, each H.Q. is a large map table upon which, by means every available item of information which can be glea and disposition of the enemy and his direction of fligh all possible information before them as to the locat Squadrons, as well as meteorologica

Why the Battle of the Atlantic Must Be Won

Moving in the House of Commons on April 9 a resolution of thanks to his Majesty's forces for their recent victories by sea, land and air, and to those at home who " by their labours and fortitude have furnished the means which made those successes possible," Mr. Churchill went on to describe the progress of the war. Perhaps the most important passages were those dealing with the Battle of the Atlantic which we reproduce below.

EVERYTHING turns upon the Battle of the Atlantic, which is proceeding with growing intensity on both sides. Our losses in ships and tonnage are very heavy and, vast as are our shipping resources which we control, these losses could not continue indefinitely without seriously affecting our war effort and our means of subsistence.

It is no answer to say that we have inflicted upon the Germans and Italians a far higher proportion of loss compared with the size of their merchant fleets and the fleeting opportunities they offer us than they have upon us with our world-wide traffic continually maintained. We have, in fact, sunk, captured or seen scuttled over 2,300,000 tons of German and Italian shipping. But we have ourselves lost since the beginning of the war nearly 4,000,000 tons of British shipping. As against that we have gained under the British flag over 3,000,000 tons of foreign or newly constructed tonnage, not counting the considerable foreign tonnage which has also come under our control. Therefore, at the moment our enormous fleets sail the seas without any serious or obvious diminution so far as the number of ships is concerned.



ON CONVOY DUTY, the navigating officer of this destroyer keeps a watchful eye on his charges and on the surrounding sea and sky. Guns are trained to port and starboard ready for any lurking danger.

But what is to happen in the future if these losses continue at the present rate? Where are we to find another three or four million tons to fill the gap which is being created, and carry us on through 1942? We are building merchant ships upon a very considerable scale, and to the utmost of our ability having regard to other calls upon our labour.

We are also making a most strenuous effort to make ready for sea the large number of vessels which have been damaged by the enemy, and a still larger number which have been damaged by the winter gales. We are doing our utmost to accelerate the turn round of our ships, remembering—and this is a striking figure—that even 10 days saved on the turn round of our immense fleets is equal to a reinforcement of 5,000,000 tons of imports in a single year. All the energy and contrivance of which we are capable has been and will continue to be devoted to these purposes, and we are already conscious of substantial results.

But when all is said and done, the only way in which we can get through 1942 without a very sensible contraction of our war effort is by another gigantic building of merchant ships in the United States similar to that prodigy of output accomplished by the Americans in 1918. All this has been in train in the United States for many months past. There has now been a very large extension of the programme, and we have the assurance that several millions of tons of American new-built shipping will be available for the common struggle during the course of the next year. Here, then, is the assurance upon which we may count for the staying power without which it will not be possible to save the world from the criminals who assail its future.

Unceasing vigilance is needed on convoy duty. The " look-out " keeps careful watch and the crew of the A.A. machine-guns are at their station, for death comes quickly whether from sea or sky. The searchlight, just behind the look-out, is ready to train on any suspicious object at night. *Photos, Planet News*

The Battle of the Atlantic must, however, be won not only in the factories and shipyards, but upon blue water. I am confident that we shall succeed in coping with the air attacks which are made upon the shipping in the western and north-western approaches. I hope that eventually the inhabitants of the sister island may realize that it is as much in their interest as in ours that their ports and air fields should be available for the naval and air forces which must operate ever farther into the Atlantic. But while I am hopeful that we shall gain mastery over the air attack upon our shipping, the U-boats and the surface raiders ranging ever farther to the westward, ever nearer to the shores of the United States, constitute a menace which must be overcome if the life of Britain is not to be endangered, and if the purposes for which the Government and people of the United States have devoted themselves are not to be frustrated.

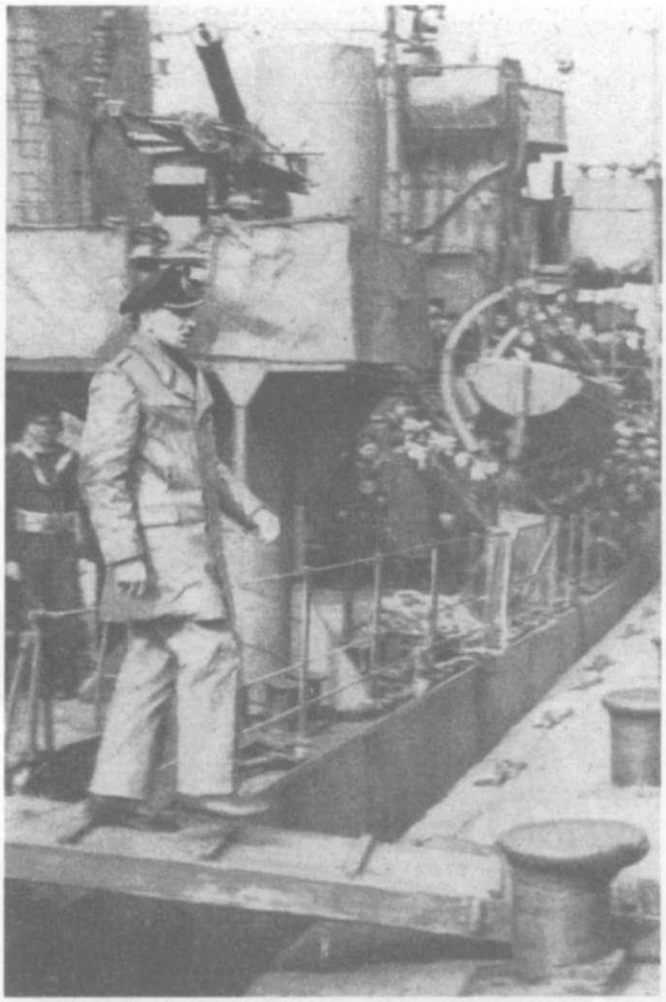
We shall, of course, make every effort in our power. The defeat of the U-boats and of the surface raiders has been proved to be entirely a question of adequate escorts for our convoys. It will be indeed disastrous if the great masses of weapons, munitions and instruments of war of all kinds, made with the toil and skill of American hands, at the cost of the United States, and loaned to us under the Aid-to-Britain Bill, were to sink into the depths of the ocean and never reach the hard-pressed fighting line. That would be a result lamentable to us over here, and I cannot believe that it would be found acceptable to the proud and resolute people of the United States. Indeed, I am today authorized to state that 10 United States revenue cutters, fast vessels of about 2,000 tons displacement, with a fine armament and a very wide range of endurance, have already been placed at our disposal by the United States Government and will soon be in action. . .

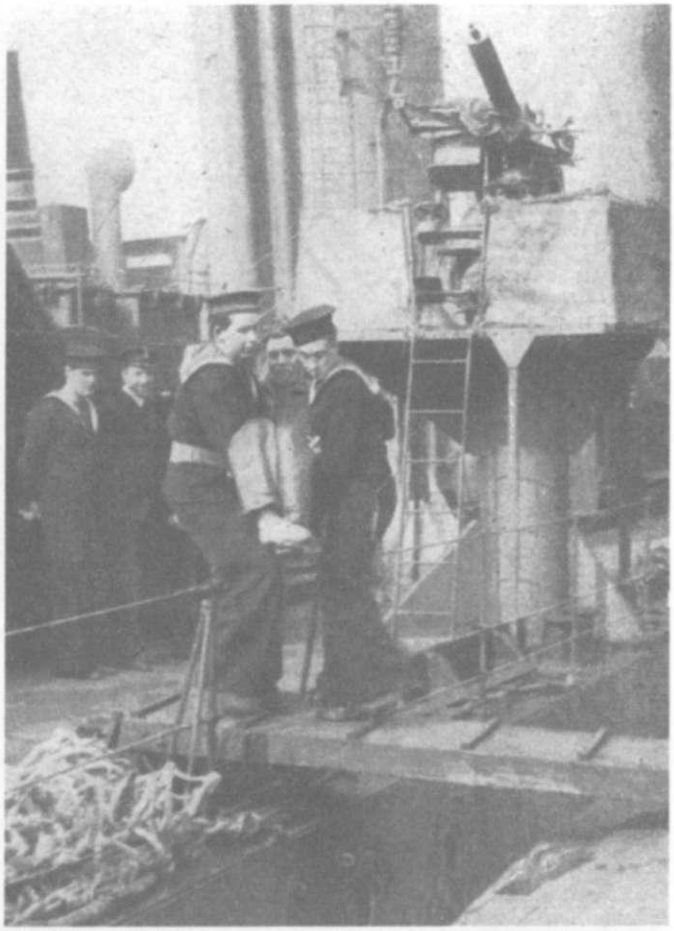
Hitler may at any time attempt an invasion of this island. This is an ordeal from which we shall not shrink.

At the present moment he is driving south and south-east through the Balkans, and at any moment may turn upon Turkey. But there are many signs which point to a Nazi attempt to secure the granary of the Ukraine and the oil fields of the Caucasus as a German means of gaining the resources wherewith to wear down the English speaking world.

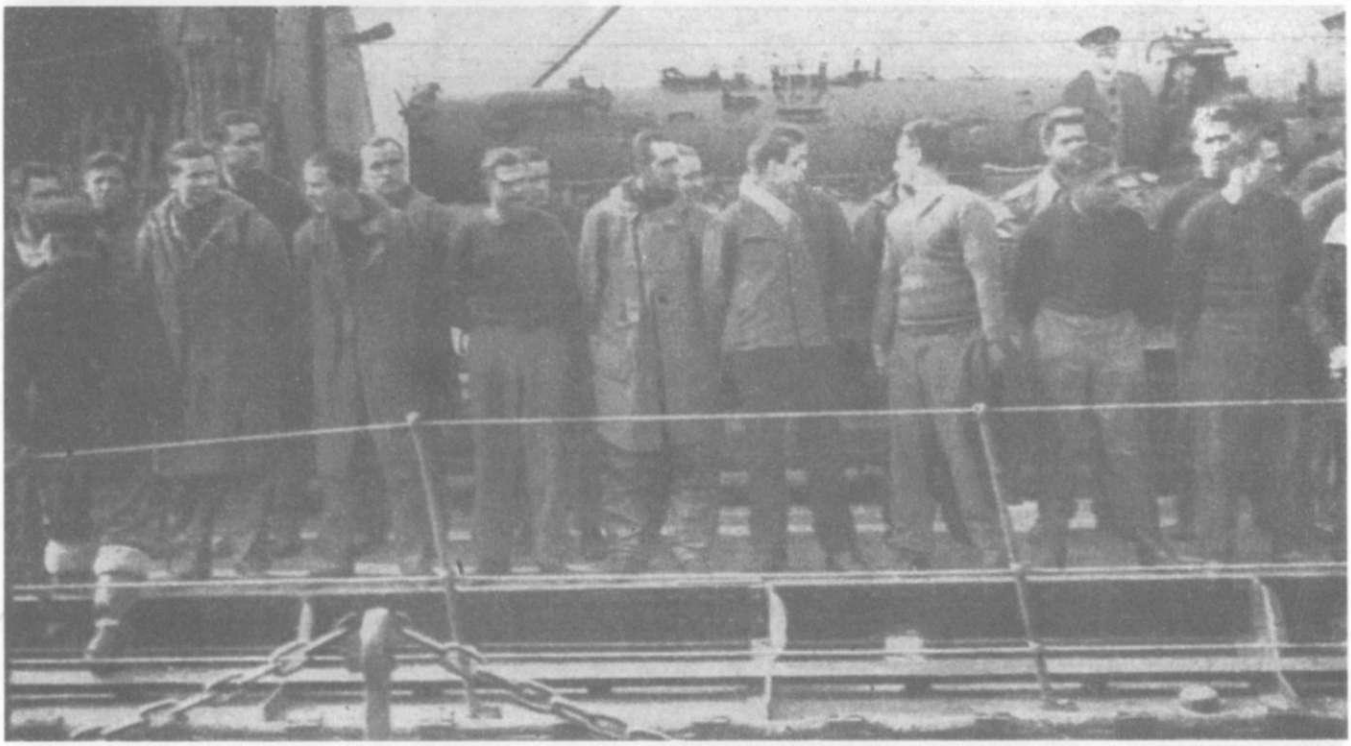
All this is speculation. But once we have gained the Battle of the Atlantic, and are certain of the constant flow of American supplies which is being prepared for us, then, however far Hitler may go, or whatever new millions and scores of millions he may lap in misery, then it is sure that, armed with the sword of retributive justice, we shall be on his track.

'Delectable Tidings' of the U-Boat War





"WOLF OF THE NORTH ATLANTIC" was what the Germans dubbed Commander Otto Kretschmer, captain of U99, and one of Germany's most successful U-boat commanders. His capture was announced on April 9, 1941. Left, Commander Kretschmer lands as a prisoner from a British destroyer. Above, a member of a U-boat crew being carried ashore.

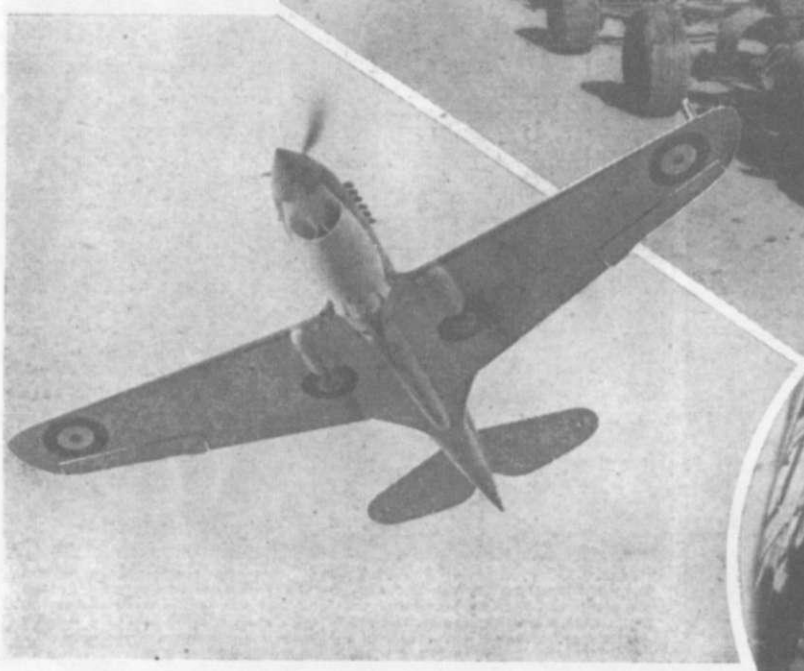


U-BOAT PRISONERS are lined up on the deck of a British destroyer which sank two enemy submarines out of the three which the Prime Minister alluded to in the House of Commons on March 18 when he referred to the certain destruction of three enemy submarines in one day as "delectable tidings of a triple event." The British Navy considers that it takes eight years' training and experience to make a first-class "submariner," so the loss of these men to Germany will be keenly felt.

Photos, Associated Press

Wellingtons & Tomahawks in the Middle East

Below is one type of American aircraft which has already arrived in the Middle East—the Tomahawk single-seater fighter, built by the Curtiss Wright Corporation. It is interesting, being the first American machine to be used by the R.A.F. powered with the Allison 1,090 h.p. twelve-cylinder liquid-cooled engine.



For some time past Wellington heavy bombers have been reinforcing our bomber squadrons in the Middle East. Circle, a wireless operator, with the navigator behind him, in a Wellington. Top, a long line of bombs ready for storage in the bomber's capacious racks.

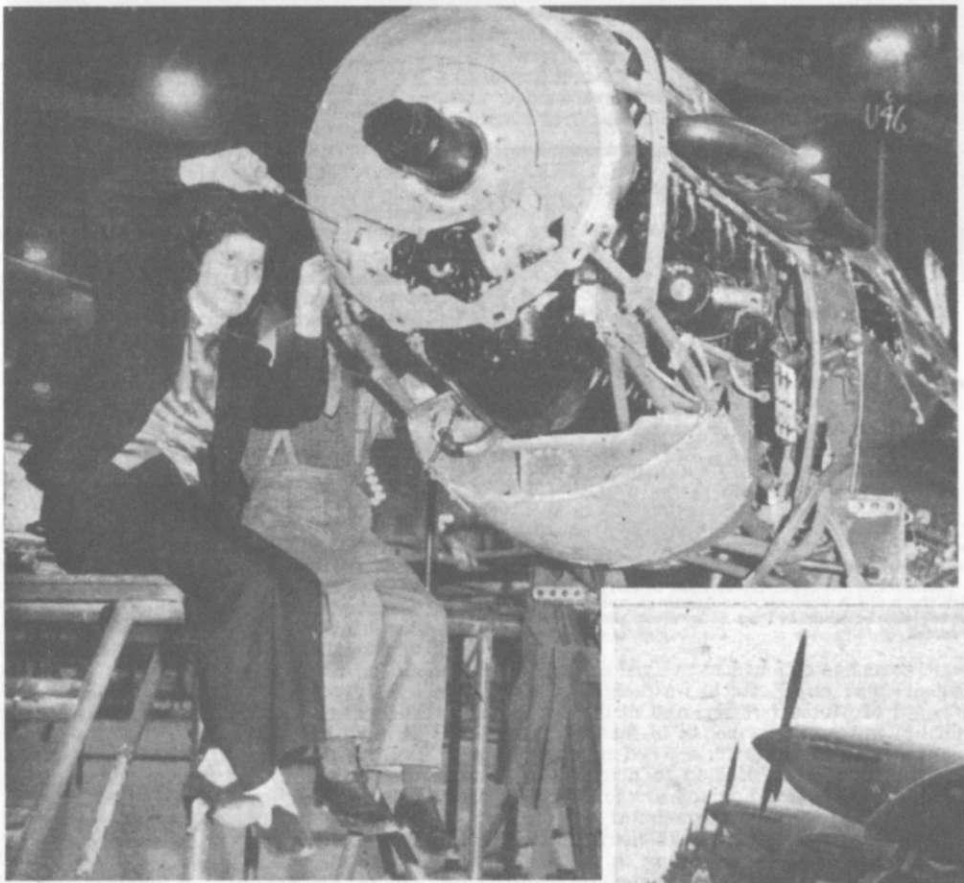
The crew of this Wellington bomber operating in the Middle East have rather different kit from those who fly in colder regions. Their mascot is a "Santa Claus" Winston Churchill, complete with the inevitable cigar.

Photos, British Official: Crown Copyright; and Topical

They're Turning Out Spitfires by the Hundred

SPITFIRES are being constructed in this vast assembly shop of a British factory, left; men are busy working on fuselages, an interior view of one of which, showing the metal framework, is seen above.

THAT marvellous British fighter aircraft, the Supermarine Spitfire, is being produced in our factories in ever-increasing numbers. The latest model, the Spitfire Mark 3, has been re-powered with a new Rolls-Royce Merlin engine, has clipped wings, and is faster and more powerful than the original Spitfire. Some of them are now armed with shell-firing cannon. Many interesting operations are involved in the construction of a Spitfire. For instance, the metal skin of plated light alloy sheeting, after being rust-proofed and heat-treated, is subjected to an electric "stretching" of 600 tons, which "irons out" surface wrinkles too small to be seen by the eye. It is afterwards drilled and riveted into position by electric tools. In the sub-assembly shops the Spitfire begins to assume its familiar appearance. From the machine shops and press shops comes a continuous flow of finished parts, while from the fabricated parts store come the numerous accessories such as wind-screens, self-sealing tanks, parachute-flare releases, etc. Hundreds of different machine-tools are needed for making the 90,000 components of a Spitfire.



THE ROLLS-ROYCE MERLIN, above, is a twelve-cylinder, liquid-cooled Vee engine, developing over 1,000 h.p. Right, a line of completed Spitfires waiting to undergo their tests.

Photos, P.N.A.; Ministry of Aircraft Production, Planet News, G.P.U.

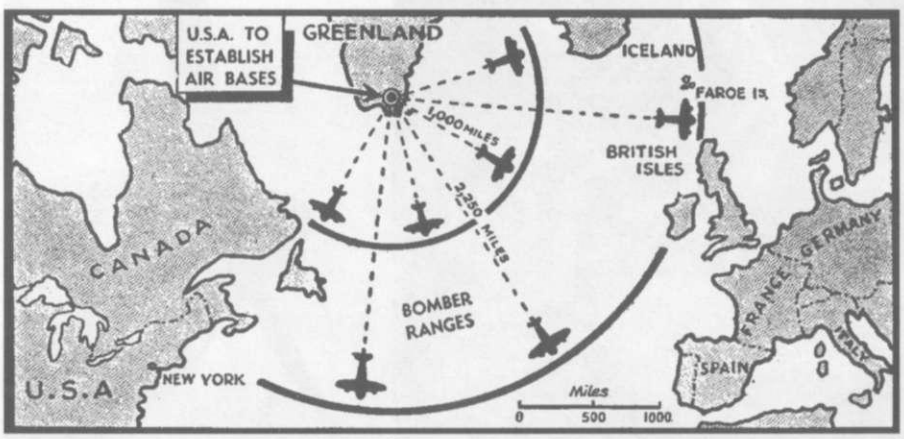
Our Searchlight on the War

Twenty-four Million Trouser Buttons

PROBLEMS of supply in the Army range from tanks and 15-inch guns to stockings for the A.T.S. and buttons for battle dress, of which 24,000,000 (14 per pair of trousers) were demanded early in the war from the Quartermaster-General's department. Lt.-Gen. Sir Wilfred Lindsell, who is in charge of the Administration of the Home Forces, says that every soldier, whether at home or abroad, requires one-third of a ton of supplies per month, this ration including food, equipment, ammunition, transport, and petrol. Incidentally, it has been found that the Army uses only two-thirds of the amount of petrol consumed by private motor-cars. General Lindsell feels that it is high time that the civilian allowance was reconsidered.

U.S.A. Moves in the Battle of the Atlantic

ON April 11 President Roosevelt made two proclamations which will have a far-reaching effect on the transmission of supplies from U.S.A. to Britain. The first was that an agreement had been signed with the Danish Minister in Washington, M. Henrik Kauffmann, acting in the name of the King of Denmark, to take Greenland under American protection and to establish there naval, military and air bases. This agreement will be of immediate benefit to Britain because Canada will have free use of the bases. The ferrying of short-range war-planes across the Atlantic will now become a practical proposition. American plans for making the Western Hemisphere free from belligerent activities will be immensely helped by securing the safety of an area already threatened by Germany—as was shown by the recent flights over Greenland of enemy reconnaissance 'planes. The President's second announcement was to proclaim that the Red Sea and Gulf of Aden are no longer combat zones since British troops have wiped out all Italian resistance in East Africa. This means that these waters are now open to American shipping and that war supplies can be carried to a non-belligerent country such as Egypt round the Cape of Good Hope and up the Red Sea as far as the mouth of the Suez Canal.



The map shows the ranges of American bombers of all types (2,000-4,500 miles), from the newly acquired U.S.A. bases in Greenland. With their aid American merchantmen could be convoyed from the air and, as British practice has proved, the bomber can be a most serious menace to U-boats when the days are long and visibility good. *Courtesy of the "Daily Mail"*

Changes in the Budget

IN a recent page (p. 428) we showed in a table how the cost of the war had so increased that by the end of March, 1941, the daily expenditure—over 14 millions—was more than twice that of a year earlier. In an attempt to meet this gigantic figure the Chancellor of the Exchequer made some drastic proposals when presenting his fourth War Budget on April 7. The changes that most concern the average man and woman have to do with income tax. They are: Increase of the tax by 1s. 6d. to 10/- in the £, with reduced reliefs in personal and earned income allowances; the extra tax payable owing to these reductions to be refunded after the war; exemption limit reduced from £120 to £110. Two points of interest arise out of these proposals. First, the reduction in the allowances and in the exemption limit will increase by over 2,000,000 the number of persons liable to pay income tax. Second, as a result of the increases the rate of income tax and surtax will reach a maximum of 19s. 6d. in the £ on the highest incomes, a figure, as Sir Kingsley Wood remarked, "approaching the sphere of limit of taxation. In order to enjoy a tax-free income of £5,000 a year, it would be necessary to have a gross income of £66,000 a year, and very few today have an income approaching that size."

Italian Waiter's Heroism

FORTUNATO PICCHI, former Soho waiter and later assistant banqueting manager of the Savoy Hotel, has been hailed as the first Free Italian to be martyred for freedom's sake. In the last war he served as a sergeant in the Italian army and was wounded at Salonika. He came to England over twenty years ago and had not visited Italy for fourteen years. Picchi was a declared opponent of Mussolini's regime and during his recent internment in the Isle of Man he led the anti-Fascist group there. When released by a tribunal he decided to take an active part in the war, and joined the Pioneer Corps. Then he turned parachutist and, because of his familiarity with the district, he went with the British paratroops as guide in their famous descent into Calabria on February 10. But he was captured, arraigned on a charge of sabotage and shot at a place near Rome on Palm Sunday.

Kent's Mobile Library

KENT COUNTY COUNCIL, by combining imaginative sympathy with generosity, has evolved a method of brightening the lives of soldiers stationed in remote districts. It has rounded up more than 20,000 books discarded from the county libraries' shelves, and with this collection as a nucleus 33 special centres have been established from which books are distributed by a library van to out-of-the-way places where men of the fighting services are billeted. In the course of a day the van arrives at ten or twelve villages, remaining in each for anything up to one hour. Realizing how impracticable it would be to expect the return of books handed to a constantly shifting population, the Council is giving instead of lending them.

A mobile library of the Kent Education Committee used to reach Servicemen billeted in remote districts is here seen pulled up by the wayside. It supplies not only fiction and light reading, but a large variety of educational books as well. *Photo, M. White*

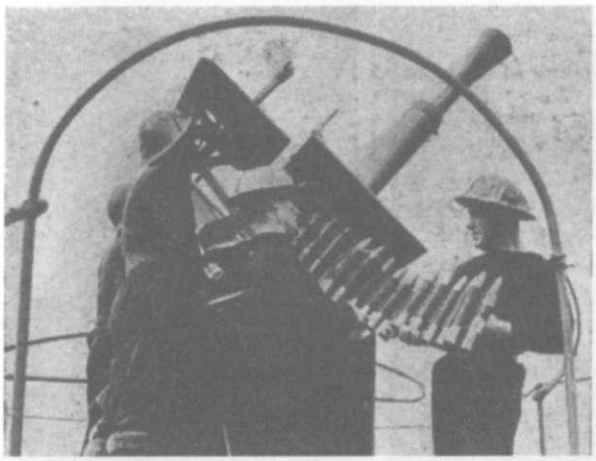
Terboven to Leave Norway

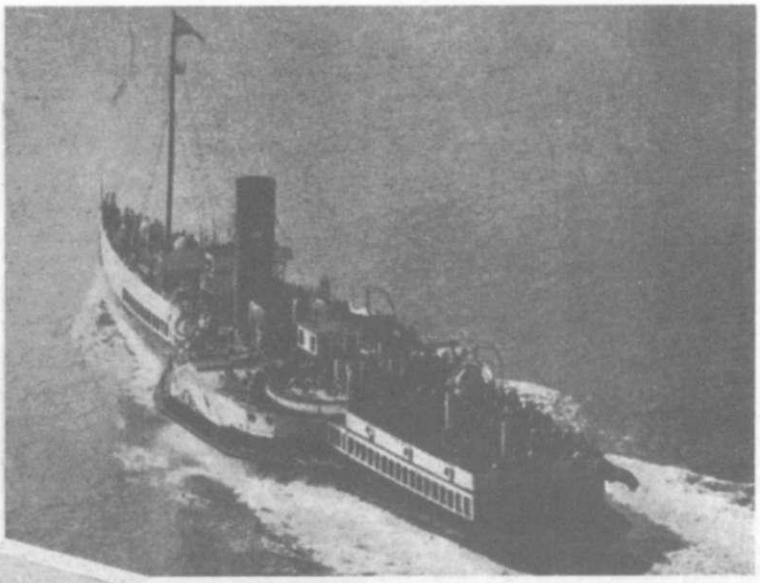
HITLER has, it is reported, approved a new plan for governing Norway by which Terboven, the Reich Commissioner, will be withdrawn, together with the whole personnel and apparatus of the German civil administration. The army of occupation will remain and, with this support, the quislingist authorities are to organize a Norwegian Riksting, or National Congress, to supersede the Storting. Quisling himself will be proclaimed head of the State and will be authorized to join the Axis Pact. Following the two recent successful naval raids on coastal centres of war industries, the German authorities intend to remove all such factories from the Norwegian islands to the mainland, where they will be less easy to invade.

Heinkel Destroyed by Ship's Mast

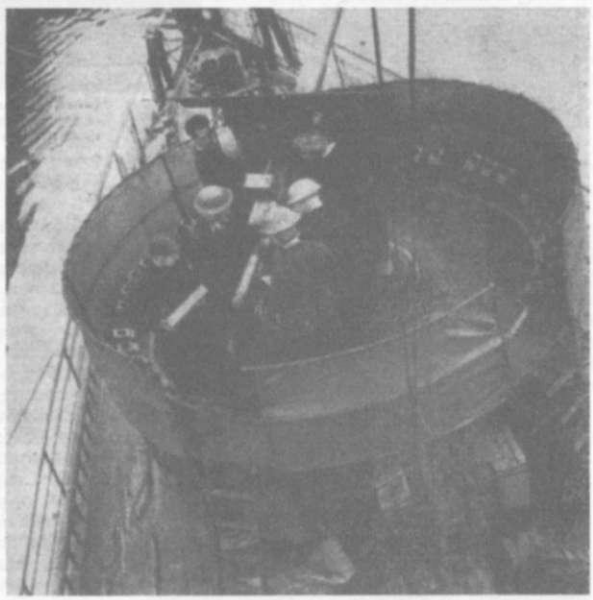
BY clever seamanship the captain of the British merchant vessel Jamaica Producer not only saved his ship but brought down the aggressor. It was on the evening of March 11 that a German bomber was seen to be approaching in a long low glide. When he was about 400 yards away the pilot opened his throttle, but to the watchers on the bridge of the Jamaica Producer it appeared that he might have misjudged the height of their mast. Promptly the captain put the helm hard over and the ship swung round directly in the path of the enemy. The Nazi opened fire, which was returned, and then began to climb steeply. But he was not quick enough, and his machine fouled the fore topmast, a result for which the captain had manoeuvred. Down came the wireless aerial and the topmast backstay, together with pieces of the tail of the aircraft. A moment later the Heinkel, now completely out of control, crashed into the sea. Having effected repairs, the Jamaica Producer resumed her course.

How 'Lorna Doone' Celebrated Her Jubilee





THE LORNA DOONE is a paddle-steamer, built in 1891, that plied before the war as a pleasure steamer. Right, she is seen in the days of peace. Above is the anti-aircraft gun now mounted on the decks once crowded with happy passengers.



There are still smiles on board, and above some of her crew are standing on one of the paddle-boxes and making the sign of victory after their exploit. On the fore deck the Lorna Doone carried a bigger gun, right, which was also in action against the enemy aircraft.

In command of the stout little ship at the time of the Lorna Doone's victory was Temporary Lieut. T. W. Sherrin, R.N.V.R. In peacetime he had often been a passenger on board her.

ON April 3, 1941, the Admiralty announced that a "spirited and successful action" was fought between H.M.S. Paddle Mine sweeper, Lorna Doone, and three Dornier 215s. The Nazis delivered machine-gun and bombing attacks from low-lying clouds. Shells from the Lorna Doone's guns were seen bursting round them. One of the Dorniers was seen to be on fire and losing height rapidly. A coastguard station in the neighbourhood of the action reported that large pieces were seen falling from another of the Dorniers. The third made good its escape in low visibility. By skilful manoeuvring the Lorna Doone avoided four large bombs dropped by the enemy and only two of the crew were wounded, while the only damage sustained by the little ship was superficial damage to the deck and deck-houses from machine-gun bullets. And that is the story of how a Victorian paddle steamer, built in 1891 for pleasure jaunts, kept her end up against the apparently overwhelming force of three modern Dornier bombers.

After the ship had returned to port the ratings assembled in their mess and were joined by the officers. Mugs of beer were passed round, and Lieutenant T. W. Sherrin, R.N.V.R. (her captain), spoke a few words to the crew and read out some of the many messages of congratulation received. In an interview he said: "Little did I think, when I sailed in her as a tripper between Bournemouth and Southampton, that I should ever live to command the old Lorna Doone. Why, I used to look up at that bridge and wonder what it was like. I know now."

Able Seaman G. Bee, the gunner who hit one of the 'planes, is a Welshman nicknamed "Buzzer." He carried on his steel helmet a reminder that he would rather be called "Taff."

Photos. "News Chronicle" and G.P.U.

What Healthy Young Woman *Wants* to Be Idle?

Chimney sweeping is one of the hard tasks in which women are lending a hand. This woman sweeps chimneys with her sister.

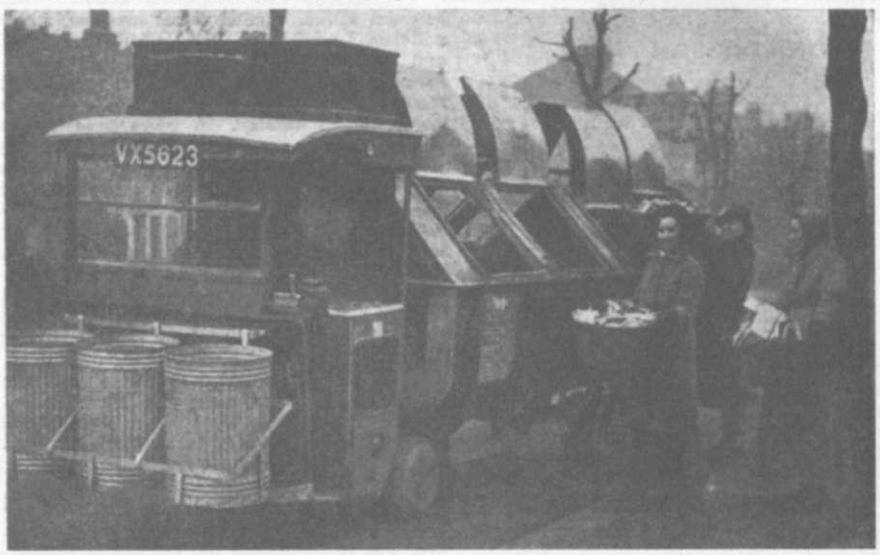
Here a girl on a farm near Marlborough, Wilts, is using a "fiddle drill," the "bow" of which is drawn backwards and forwards to scatter seed.

Street lamps must still be kept in order. In Sheffield some of this work is done by a former mannequin in a London store.

The morning milk is handled by milkmaids at both ends of its journey to the breakfast-table. This girl pushes her truck on a long round in the City of London.

On April 19, 1941, women born in 1920 were called upon to register for national service. In a broadcast explaining the scheme Mr. Ralph Assheton, M.P., Parliamentary Secretary to the Ministry of Labour, said, "We cannot allow any healthy young woman to remain idle. We know women are ready to do what is wanted of them once it is made plain, and the compulsory powers will have to be exercised only in a very few cases. We are not going to call up women who have got young children to look after, or any woman who is going to have a baby. Neither shall we expect soldiers' wives to go away and leave their homes. Nor shall we call up women who are doing essential household work; the home life of the country must go on and many women in this way are enabling others to do important work, *e.g.* those splendid people who are now providing billets and looking after the children of others."

The village blacksmith at Norton-on-Tees near Stockton can get no male assistant, so his 16-year-old daughter is following in her father's footsteps.



On the railway platforms women are doing porters' and ticket collectors' work. This portress (left) is a married woman, but after doing her housework in the morning she goes on duty at a Birmingham station for a long spell, seven days a week. Ilford has tried the experiment of employing women to collect salvage. Right, a squad are loading up a corporation dustcart. *Photos, Planet News, "Daily Mirror," Keystone and Topical*

I Was There! .... Eye Witness Stories of the War

I Was Nearly Caught in Salonika

The Greek withdrawal by sea from Macedonia and Thrace of scores of officers and hundreds of men was an achievement ranking as a smaller "Dunkirk." Here is the eye-witness story of the correspondent of the "Chicago Daily News," who was the only foreign correspondent in northern Greece at the time of the German advance.

Most of the Greek army holding the northern frontier against the Germans were able to withdraw from around Salonika Bay. They blew up bridges as they went.

But to save the heavy equipment of the artillery and the invaluable technical heads of the General Staff of the Eastern campaign and to accomplish thoroughly the work of sabotage, relatively small Greek forces had to hold the breach during the withdrawal.

When the surrender of Salonika was imminent these men, having loyally done their job as a stopgap, were given the choice of yielding to the Germans or making their way to the sea, where a motley assortment of vessels of all sizes awaited them. Some refused both alternatives and went on fighting.

Being the only foreign correspondent in northern Greece during the German occupation, I was able to choose between going southward by motor-car or railway with the General Staff's equipment and the majority of the troops, and taking the chance of embarking with the ragamuffin flotilla.

This began leaving Macedonian and Thracian seaports 48 hours after the last bridge over the Cestos had been blown up and mobile retreat westward voluntarily cut off.

Luckily I chose the latter and slower course. I was accompanied throughout the three and a half days' journey by Mrs. Ray Brock, the wife of the "New York Times" correspondent, who had arrived from Belgrade aboard the last train before the Nazi invasion overran the Vardar Valley.

Caiques, as the Greeks call their small fishing boats, were the principal conveyances from the burning Salonika waterfront, which we reached by taxi at the moment when the fiercest night raid by the Germans was directed against the port.

The first left Salonika Bay three hours before the Germans arrived, with firing already audible in the suburbs, and with an unearthly glare from the oil tanks fired by the British demolition experts reddening the sea. Two large buildings topping the peninsular cliff were walls of flame as the caique passed.

As the sun rose the horizon ahead bulked heavy with the outline of Cassandra, the first of the three peninsulas extending south-eastward from Chalcidici. The skipper's intention was to pass through the canal bisecting Cassandra at Potiri.

The sergeant in charge at Potiri insisted that the boat must leave immediately without pausing for provisions. Mrs. Brock and I here bade adieu to the first caique, whose captain, in his anxiety to obey the sergeant, quickly sailed for a remote island in the middle Aegean, taking all our luggage as well as our overcoats and food.

About an hour after the caique left another was found at the canal's eastern end. Finally sail was hoisted, the engine panted, and the vessel began clipping the waves southward, barely half an hour, as it was ascertained from the following craft, before the German squads reached Potiri.

When another lumbering caique overtook our boat the colonel commanding ordered contact to be made, and the ships were brought together.

Many soldiers, federal constabulary, and troopers in blue-green uniforms were ordered overside, and, learning that the new caique was bound for an island a few hours from our baggage destination, we also clambered from one bucking vessel to the other.

The sea retreat was organized upon the waves. Majors and colonels upon poops of dozens of craft, most of them less than 40 ft. long, talked over the situation with old island salts. Meals consisting of soft black bread and oranges, with hard tack as dessert, were served by passengers tossing food from hand to hand.

On the second night the sea grew rough, and the cold was too great for sleep upon the rainswept crowded decks. Before dawn came the craft had picked her way into the harbour of a land-locked island far to the south.

The harbour was crowded by dozens of caiques, and a worried portmaster was pacing the stony quay endeavouring to persuade the skippers to leave promptly so as to eliminate the danger of air raids.

A terrific wind was blowing, but eventually the craft began to slip out, and we found a fourth vessel bound for a near-by island where our luggage had been deposited.

Embarking again, we finally reached the white-walled town where we rejoined the original transport squad and spent the night in relative comfort on a wooden bench.

In the starlit morning we set out in a tiny motor-boat for a small bay on the island of Euboea, which we reached about noon, and after a two-mile hike to the nearest village a motor-car was procured which brought the entire company to one of the principal towns in central Greece. After the mayor himself had turned out the constabulary to find a taxi, I set forth on the long drive to Athens.

SALONIKA HARBOUR, from which the small Greek force that held the town so gallantly escaped, is here seen with some of the "motley assortment of vessels" that is always to be found there, including caiques, picturesque sailing vessels that trade round the coast and between the Greek islands. Before the town fell to the Germans everything that could have been of use to them, including all the public utilities, was destroyed. *Photo, E.N.A.*

I WAS THERE!

We 'Roof-Hopped' Over Hamburg

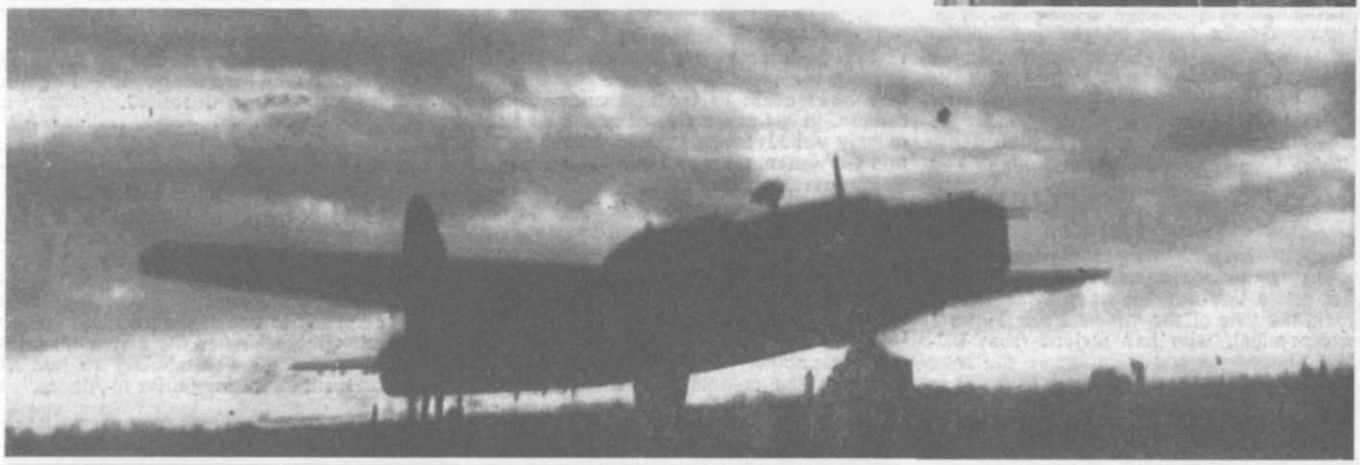
During a recent raid on Hamburg one of our heavy bombers came down to 3,000 feet in the teeth of a heavy barrage, bombed the target, and swooped down to within 20 feet of the rooftops to baffle the search-lights and A.A. fire. Here is a first-hand account of this exploit.

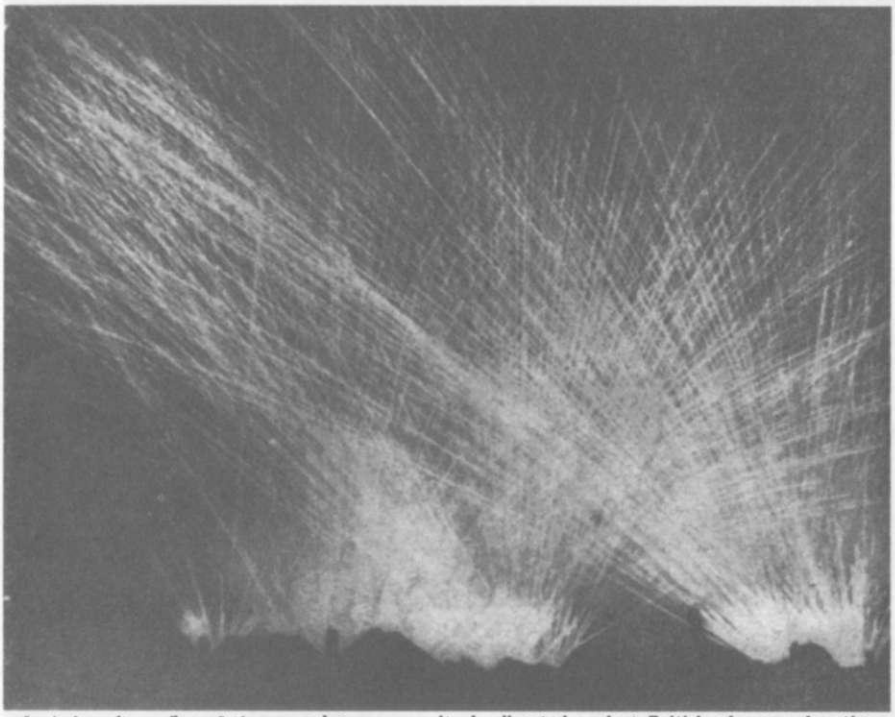
DESCRIBING his adventurous night, the sergeant-pilot said: Over Hamburg we were getting near to our target and thought we were unobserved when suddenly one searchlight picked us up and immediately 20 more came up and held us in a cone of light. We got clear by coming down in a screaming dive and from 3,000 feet we released our bombs.

The bomb aimer said he could clearly distinguish through the slight haze and smoke from factory chimneys the block of buildings we wanted to hit. Then we could see our bombs explode right on the dot. The buildings went up in flames, first white and then red, which showed that the fire had got a complete hold. But again we were caught in the searchlights and flak was weaving around us.

The rear gunner was temporarily disabled by a hunk of shrapnel which tore through his turrets, pierced his Irvin jacket, and without drawing blood raised a hell of a lump on his arm. The hydraulic system in the rear turret was damaged, and the front gunner also reported that for the time being his guns wouldn't work. I found it very difficult to get away from the searchlights and flak, and the second pilot called out that if we didn't get out of it we should have to hit the deck.

I went down to 20 feet and then the rear gunner called out that he had got one gun going again and asked me if he could use it. He tried it out on a row of buildings we were passing and reported that it was doing fine. I could see everything beautifully and I was doing some quite pretty tree-hopping when, not more than 200 yards ahead, a new light suddenly shone right in our eyes and we were almost blinded. I yelled to the front gunner to shoot it out, and out it went.





Anti-aircraft gunfire of the most intense severity is directed against British airmen when they raid German towns. This photograph, from a German source, is stated to show the barrage over a North German town while a raid is in progress. It was through such a screen of shells that our airmen, as described in the stirring narrative in this page, dived down to within 20 feet of the rooftops. *Photos, British Official: Crown Copyright; and Associated Press*

Above is a Wellington bomber returning to an aerodrome at dawn after a raid over Germany. The photograph was taken by infra-red ray methods. Top, a flare with which the target is lit up is being placed in the chute of one of our bombers.

All at once I saw a wood only 20 yards in front of us; the tops of the trees were standing up ten feet above us. I hauled back the control column to clear the branches and just then I saw with a gasp of relief some high tension cables below us which we had just missed by no more than six feet.

This wasn't the end of our adventures. When we had got away from Hamburg and were over Holland, my rear gunner called out: "There's a Me.110 tailing us."

We watched the enemy, looking very confident and rakish as he sailed gaily along 50 feet above us. He never fired, I can only imagine because he was searching the sky above him, and couldn't have expected to find a heavy bomber skimming along so near the ground. But the gunners on the ground knew where we were, and were firing red tracer bullets just above us to give the enemy fighter our position. The front gunner turned his turret round and I saw his tracer going right into the enemy's fuselage. The Me. did a steep dive and we never saw him again. I think he was finished.

After it was all over my second pilot told me that he thought I was trying to knock people over on the roads, I was flying so low. I don't know whether we knocked anyone over, but we certainly gave the people in Hamburg a nasty shock.

I WAS THERE!

This Is How We Entered Asmara

Asmara, capital of Eritrea, surrendered with dramatic suddenness on April 1. A Special Correspondent of the "Daily Herald" rode with the vanguard of Imperial troops who occupied the town, and his story of the scenes of surrender is told below.

LONG before dawn I had started in an Army truck to see the tanks go through in what everyone imagined would be merely the latest of our attacks on the Keren-Asmara road. An attack by Indian infantry during the night had bought us to a road block outside the village of Teclesan, some 25 miles from the capital.

In the half-light I paused to watch the tank assault on the position. Suddenly a civilian car came round a corner towards us.

It was a small open brown Fiat. In it were two khaki-clad Italian officers and one British. On the left side of the windscreen was a large white flag. Bruno, of the Asmara police, was driving to advanced divisional headquarters to arrange the bloodless surrender of Asmara.

I waited in the village for the result. The scenery might have been that of a Cornish moor—rolling hills with savage outcrops of stone grey, a watery light, and a high, cool breeze.

The sexton of the church was just sounding the bell for mass when the order came to move on. For the next 20 miles I might have been the centre of a Royal procession. Almost all along the road we met groups of Italian soldiers straggling back to be made prisoners, with the weary air of schoolboys released from a stiff day's work, or recumbent by the roadside like picnickers waiting to be picked up. Soldiers all saluted us; some even cried "Viva."

We were also greeted by natives, who ran to the roadside to clap hands at our passage, while women hailed us with shrill cries of "Lulubu."

Over the horizon at last the tall latticed towers of Asmara radio loomed, and in a great amphitheatre of low stony hills the negotiators confronted each other. Our side of the road and the slopes beside it were crammed with tanks, Bren carriers, lorries and troops. On the Italian side there was a procession of three small cars and a big green-grey bus.

Before the negotiators stepped into the bus for their talks I got an outline of the events leading to the collapse from an Italian officer.

On the Eve of Surrender

Eritrea had been having a hard time. Foods were severely rationed and wine almost unobtainable. Bus services were running on charcoal. But, even after Keren s fall, optimists believed that resistance might be prolonged for another month or two till the saving rains came and the Germans could help. Then came news that our tanks had broken through and that an entire battalion of Savoy Grenadiers sent from Addis had surrendered to a man. The R.A.F. raids were becoming unendurable. Military and civil chiefs were in almost constant conference. Finally two Abyssinian conscript battalions mutinied in Asmara barracks, shot their officers and started to loot the town.

It was evident that safety lay only in surrender. A proclamation issued by the police chief was posted on every wall in the city. "British troops, despite the heroic resistance of our officers and men, have finally broken our lines." It said, "Asmara is an open city. Nobody must resist the adversary when he enters."

Just half an hour was taken over the discussions in the bus. The brigadier commanding the British advanced column inquired about the functioning of police and municipal services, and the whereabouts of British prisoners, who had to be surrendered at once. The Italians were told they must put their clocks back an hour to Sudan time, though the brigadier called it "B.B.C. time," hand over arms and material undestroyed, continue the curfew, and hand over the barracks. They were informed that we would try to continue a postal service to Italy, under British censorship.

This 9 a.m. meeting was strangely matter-of-fact. Every now and then the sound of a distant explosion would be heard through the windows, and an Italian officer would throw his hands in the air. "That's a mutinous battalion throwing grenades," he would say. "We need your help quickly."

But for the most part Gen. Barile, Chief Secretary of the Government, and the police chief, Pasquinale, replied as briskly and unemotionally as the brigadier asked questions.

And so we moved on past the rusty bins of the municipal dump to the eucalyptus-lined avenues of Asmara with their blocks of modern flats. Dark-haired girls who pretended not to be looking at us stared from behind every closed window. Saluting policemen lined the road at 50-yard intervals.

As we reached the central square a convoy of British fighters roared down over the roofs to salute the arrival of the Imperial force.

Then I witnessed the memorable scene outside the new and red-brick Governor's Palace.

At exactly 11 o'clock an Italian guard of honour in khaki and topees sprang to the "Present." At the same moment the British brigadier alighted from the first of a procession of cinnamon- and coffee-coloured army trucks.

Italian officers standing on the palace steps saluted him. Indian soldiers, seated with rifle or machine-gun in hand in a long train of vehicles, gazed in wonder at brick-red geraniums, purple bougainvillaeas and splashing fountains in the little public garden before the palace.

Up and down the broad Via Benito Mussolini rifle-bearing policemen and civilian vigilantes shouted "Sinistra, Sinistra" (Left) to puzzled cyclists, who wove the oddest patterns in the streets till they realized that under British occupation the rule of "Keep left" must apply. The Imperial forces had arrived in Asmara.

ASMARA, administrative capital of Eritrea, was entered by the Imperial Forces on April 1, 1941. Above is a photograph taken on February 19, 1941, during one of the R.A.F. attacks on the aerodrome there. 2, Hangars with holes in the roofs. 3, Demolished buildings. 4, Damaged hangars. 5, Large devastated area. 6, Damaged motor transport buildings. 7, Bombs bursting. 8, Aircraft on fire. *Photo, British Official: Crown Copyright*

Our Diary of the War

FRIDAY, APRIL 11, 1941 *587th day*

Air.—R.A.F. carried out extensive sweep of North Sea. Patrol ships hit. Fortified buildings on North Frisian coast bombed.

War against Italy.—British troops fighting west of Tobruk. R.A.F. harassing enemy by intense bombing attacks. R.A.F. raid on Calato aerodrome at night.

Home.—Heavy night raid on Bristol. South-coast town suffered sharp attack. Six raiders destroyed.

Balkan War.—Empire Forces drove Germans back near Florina after all-day fighting. R.A.F. made widespread attacks on motor transport and tank columns between Monastir and Prilep.

German troops in Zagreb. Croatia declared independent State. Hungarian troops occupied area between Drava and Tisza rivers.

German bombers raided Piraeus. Two shot down. Enemy sank hospital ship Attiki.

SATURDAY, APRIL 12 *588th day*

Sea.—Norwegian destroyer made night raid on Oksfjord, near Hammerfest, N. Norway, and destroyed large fish oil factory.

Air.—Day attacks on shipping off Dutch coast, docks and petrol stores at Flushing, targets north of the Ruhr.

Two enemy supply ships bombed near Fécamp. Fighter Command attacked aerodrome at Le Touquet and storage tanks at Hazebrouck.

Night attacks on Brest, Lorient and aerodrome at Merignac.

War against Italy.—Bardia occupied by enemy, British troops having withdrawn. Fighting reported from Tobruk and Sollum.

Home.—No daylight raids. At night bombs fell near South Coast.

Balkan War.—Germany claimed that units of tank division entered Belgrade during night of 12-13.

Yugoslavs said to have captured Durazzo.

SUNDAY, APRIL 13 *589th day*

Air.—R.A.F. bombed shipping off Dutch and German coasts. At night raids were made on Merignac and docks at Bordeaux.

War against Italy.—R.A.F. attacked enemy concentrations in various areas of Cyrenaica. At night Tripoli was bombed.

Home.—Slight day activity over S. and E. coasts. At night bombs damaged a N.W. town. Enemy bomber shot down off Cornwall.

Balkan War.—During night of 12-13 Empire Forces in Greece withdrew to new positions south of R. Vistritsa.

Yugoslavs reported to have counter-attacked near Nish.

During night of 13-14 R.A.F. bombed Sofia. Many enemy convoys attacked in regions of Yannitsa, Ptolemais and Koziani.

General.—Soviet Union and Japan signed neutrality pact.

MONDAY, APRIL 14 *590th day*

Air.—Day attacks on enemy shipping off Dutch coast and many targets inland. Heavy night raid on Brest.

War against Italy.—German attack on Tobruk completely repulsed. Reported that B.E.F. had withdrawn to Mersa Matruh.

Germany claimed capture of Sollum and Fort Capuzzo.

R.A.F. shot down 22 enemy aircraft near Tobruk. Heavy night raid on Tripoli, and on aerodromes at Derna, El Adem and Menastir.

Retreating Italian army hemmed in north-west of Addis Ababa.

Home.—During day bombs fell in various districts. Sharp evening raid on two N.E. coast towns. Two enemy aircraft destroyed, one by naval trawler.

Balkan War.—Fleet Air Arm destroyed two large ships in Valona harbour. R.A.F. bombed bridge over R. Vardar at Veles. Motor transport on Veles-Prilep road attacked.

Yugoslav counter-attacks at Topola and Barberin, in Morava Valley.

Italians claimed recapture of Koritza.

Athens suffered first daylight raid. Preveza and Yannina also bombed.

TUESDAY, APRIL 15 *591st day*

Sea.—Enemy convoy of five transports and three escort vessels sunk by Navy off Tripoli. H.M. destroyer Mohawk lost during action.

H.M. submarine Tigris reported to have sunk heavily laden tanker.

Loss of H.M.S. Bonaventure while escorting convoy reported.

Air.—R.A.F. sank two supply vessels off French coast. Borkum bombed. Offensive patrols over Channel and Northern France.

At night Kiel was heavily bombed. Other targets in N. Germany and docks at Boulogne also attacked.

War against Italy.—Duke of Aosta sent envoy to Diredawa to parley with British.

R.A.F. heavily damaged troops and transport in El Adem—Tobruk—Bardia area.

A.A.F. destroyed four Junkers over Capuzzo.

Home.—Main night raid on Belfast and elsewhere in Northern Ireland. Eight enemy aircraft destroyed.

Balkan War.—Cairo reported that British right sector had repulsed several attacks.

Violent enemy air attacks against Larissa, Volo, Trikkala and Karditza. Five German dive-bombers shot down over Piraeus area.

WEDNESDAY, APRIL 16 *592nd day*

Air.—Blenheim bombers attacked Heligoland and aerodrome at Berck-sur-Mer. Heavy night attack on Bremen, other N. German towns and on Brest docks.

War against Italy.—Enemy attacks on Tobruk repulsed. British patrol made successful sorties, capturing many prisoners and destroying 20 tanks.

Fort Capuzzo bombarded by Navy.

Punishing attacks by R.A.F. on enemy troops and landing grounds in Cyrenaica. Heavy night raid on Tripoli shipping and harbour buildings.

Home.—Great force of raiders made 7-hour indiscriminate attack on London. Heavy casualties and much damage. Six enemy aircraft destroyed.

Balkan War.—Big battle in Macedonia. German units crossed Vistritsa at two points. Servia occupied. Advance continued towards Kalabaka.

THURSDAY, APRIL 17 *593rd day*

Air.—Day attack on Cherbourg and enemy merchant shipping. Severest night raid yet made on Berlin, new heavy bombs being used. Attacks on Rotterdam, Cologne and elsewhere.

War against Italy.—British patrols engaged in hard fighting near Tobruk and Sollum. R.A.F. attacked Derna and continued to harass enemy transport.

In Abyssinia British forces were in contact with enemy 14 miles south of Dessie. Troops advancing south and south-west of Addis Ababa and north from Negelli and Yavello.

Home.—Bombs fell on town in N.E. Scotland. Portsmouth heavily raided at night. Three enemy bombers destroyed.

Balkan War.—Allies holding firm against increased German pressure. Many successful counter-attacks. R.A.F. ceaselessly attacked enemy supply lines.

Germany stated Yugoslavia had capitulated.

Greeks evacuating positions in Albania.

FRIDAY, APRIL 18 *594th day*

Air.—Two merchant ships and one escort vessel set on fire off Heligoland by R.A.F. Two supply ships hit and left sinking off Norway.

War against Italy.—British patrols again active outside Tobruk and Sollum.

In East Africa S.A.A.F. bombed aerodromes at Kombolcha and Sciasciamanna.

Balkan War.—Greek and Imperial Forces gradually withdrawing to shorter line of defence, under cover of fierce rearguard action. Germans advanced both sides of Mt. Olympus, evacuated by British, and occupied Larissa.

General.—Mr. Koryzis, Greek Premier, died.

APRIL 12. MR. CHURCHILL VISITED SWANSEA during his tour of bombed areas in South Wales and Bristol. "I go about the country," said the Premier, "whenever I can escape from my duty at headquarters, and I see the damage done by the enemy's attacks, but I also see, side by side with the devastation and amid the ruins, glad, confident, bright and smiling eyes . . . . I see the spirit of an unconquerable people." *Photo, Associated Press*